

Executive Summary

The Iowa legislature directed the Iowa Department of Transportation (Iowa DOT) "to conduct a study to identify administrative needs, projected demand, necessary capital and operating costs, and public transit service structures including park and ride lots, employer or public vanpool programs, and traditional fixed-route transit. The Iowa DOT shall submit a report with findings and recommendations to the general assembly on or before December 15, 2014." To meet this requirement, the Iowa DOT commissioned the Iowa Commuter Transportation Study (ICTS) to identify the existing and future commuter needs in the Interstate 380 (I-380) corridor and determine the viability of various commuter transportation improvements to address those needs.

The Office of Public Transit (OPT) was responsible for managing the study through a Project Management Team which included staff representatives of Iowa DOT's System Planning unit and the East Central Iowa Council of Governments (ECICOG). Iowa DOT retained HNTB, a transportation planning and engineering firm that has been assisting Iowa DOT with the assessment of I-380 improvements. A 15-person Advisory Group, comprised of transportation, planning and economic development stakeholders, was instrumental in providing valuable input throughout the study. The study relied heavily on input from major employers in the study area and the results of two public surveys that produced a combined total of nearly 1,000 responses from study area commuters.

Commuting between the Cedar Rapids and Iowa City metropolitan areas is significant. As shown in the table below, there are over 7,500 commuters travelling between the Cedar Rapids and Iowa City metropolitan areas and most of these commuters are traveling during the peak periods using I-380.

Table E-1: Cedar Rapids Metropolitan Area – Iowa City Metropolitan Area Commuter Patterns

Origin Area	Destination	Total Commuters
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Source: U.S. Census Bureau, American Community Survey 2006-2010 5-year samples

The public interest for improvements in the I-380 corridor is evident from the public surveys. Over 90 percent of respondents think transportation improvements are needed. Nearly 70 percent of respondents stated that they would use a public bus for their commute, indicating significant support for transit and other forms of ridesharing. For a detailed breakdown of survey results, see **Appendices A** and **B**.

I-380 Commuter Transportation Improvements

The study recommended a package of commuter improvements that could be implemented as a comprehensive program, or individually, reflecting the realities of funding and local priorities. This package of improvements includes:

- **Public Interregional Express Bus Service:** A new interregional fixed route bus service connecting Cedar Rapids, North Liberty, Coralville and Iowa City.
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Four operating plans with varying service frequency were evaluated for the express service. The option with 30 minute service during the peak periods, assumed to be 5 a.m. to 9 a.m. and 3 p.m. to 7 p.m., was judged to be the most effective in balancing costs and benefits such as ridership. Ridership was estimated at 563 daily trips for the 30 minute frequency option. For any of the alternatives, midday off peak service can be considered, however, this service may be eliminated if a guaranteed ride home program is in place.

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Figure E-1: Conceptual Public Interregional Express Bus Alignment and Stops

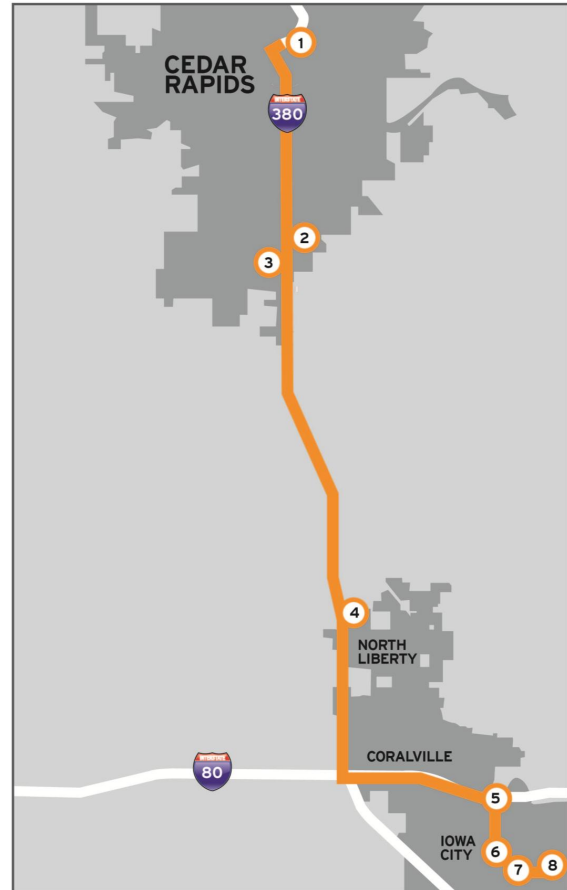


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Subscription Public Bus Service

A subscription bus is tailored to the commuter needs of a specific locale or even a single employer. Large employers sometimes have a need to move a relatively large number of employees, 20 to 30 or more, from an origin area to the workplace. In concept the service works similar to a vanpool except the vehicle is larger, usually a small to medium size bus, and the driver is a professional rather than one of the commuters.

The design and operation of a subscription bus is very flexible; often the service consists of one trip to the workplace and a return trip after the workday. The route can be designed to access the largest number of employees; a park and ride lot is typically used as a collection point. The service can be limited to employees of a single company, or can be open to the public, serving multiple employers.

The Whirlpool manufacturing plant near the Amana Colonies is an example of a location that may be effectively served by a subscription bus. With a current workforce of 2,200 and growing, and a location remote from large numbers of employees, the plant would benefit from a more structured approach to commuter options. However, the low density area of the plant cannot support regular fixed route transit service.

Public Vanpool Program

To meet the needs of dispersed origins, particularly in the rural areas not directly served by the I-380 corridor, a public regional vanpool program was recommended. This program would complement the proposed interregional express bus service and address service gaps of existing private vanpools by providing a service that is open to the public and is an efficient and cost-effective employment transportation option for commuters with dispersed origins.

Two vanpool programs are currently provided in the study area. The University of Iowa provides a program that is limited to university employees with 80 vanpools including 15 in the I-380 corridor from the Cedar Rapids area. A private firm, vRide provides private vanpool service, however, it is up to individuals who live and work in the same areas to collectively organize.

An expanded public vanpool program can take different forms. The vanpool program could be operated by an existing transit service operator or other agency eligible to receive federal and state funding. The benefit of this is that the operator could use federal and state transit funding for vehicle acquisition thereby lowering the cost to the commuter. The program requires administrative and management support to handle responsibilities such as vehicle acquisition, defining program policies and procedures, training drivers, assisting in ridematching and program accounting. Alternatively, an agency could contract with a private firm such as vRide to handle all operational aspects of the program.

It is possible for user fees to cover all program costs. In practice user fees would be set to achieve program policies regarding cost recovery. Typically, agency operated programs cover some costs through grants or local transit funding. Operating costs typically are in the range of \$10,000 to \$12,000 per vanpool, although program costs vary widely. The capital cost of the vans is either realized as an outright purchase cost, or a lease cost. Vans typically cost in the range of \$35,000 to \$40,000 per vehicle.

There is no reliable means to estimate the demand for vanpooling, however the public surveys revealed a high level of interest among survey respondents in vanpooling (and carpooling). Moreover, much of the study area outside of the I-380 corridor does not currently have commuter transit service and likely will not be able to support transit in the foreseeable future.

Public Carpool Program

A carpool program can be implemented less expensively than other programs and is recommended because of its ease of implementation and cost effectiveness. A formal carpool program is a natural element of a commuter transportation program. Employers and stakeholders have noted their desire for a centralized ridematching system. This would need to be integrated into existing programs and would need to be actively promoted by sponsoring agencies.

Statewide Applicability

Iowa's socioeconomic and passenger travel trends suggest there will be a need to identify travel demand management strategies for increasing the safety and efficiency of Iowa's transportation system. Increased population in and around metropolitan areas will create congestion and capacity issues as long as single-occupant vehicle travel remains the primary mode of travel. As Iowans drive longer distances to work, it will be increasingly important to identify and maintain commuter routes with facilities and services that provide alternatives to the single-occupant vehicle.

When examining the applicability of this effort to other areas of the state, the advisory group and project management team looked to identify other commuter corridors that were comparable to the Cedar Rapids-Iowa City corridor. The general consensus was that there was only one truly comparable corridor in the state of Iowa, that being the Ames-Des Moines corridor. Here you also have two metropolitan areas (population greater than 50,000), separated by roughly the same distance, and connected by a similar interstate highway facility that carries comparable levels of passenger traffic.

Having identified Ames-Des Moines as a comparable corridor where this effort may have some direct applicability, it was noted that a feasibility study was already underway for this corridor, led by the Des Moines Area Metropolitan Planning Organization. The final Ames-Des Moines I-35 Commuter Corridor Feasibility Study was published on August 19, 2014 and contained conclusions similar to those identified in the ICTS. The Ames-Des Moines study found that sufficient demand exists to warrant investment in a commuter express bus service operating along the I-35 corridor during the weekday peak periods.

While these two corridors are somewhat unique in a statewide context, the methodology applied in the development of the ICTS could certainly be applied to other commuter corridors, although the recommendations would likely differ. In addition to the ICTS, the Iowa DOT has also recently engaged in other commuter transportation planning efforts, including the recent completion of the Iowa Park and Ride System Plan and ongoing efforts related to the development of a statewide ride-matching system.

The *Iowa Park and Ride System Plan* will be used by the Iowa DOT to plan, evaluate, and develop a formal statewide system of park and ride facilities. For the purposes of this plan, park and ride facilities are places to park a vehicle when carpooling, vanpooling, or taking public transit. The plan provides the framework for determining the current need for commuter park and ride services, evaluating the existing system, identifying gaps in service, and guiding potential system expansion. The primary objective of the plan was to develop a location-specific, priority-based park and ride system that allows for coordinated planning and implementation of park and ride facilities that maintain highway safety, encourage ridesharing, support commuter transportation, and promote energy conservation.

Related to this effort is the development of a statewide rideshare program that can be used to match potential carpool and vanpool participants using a single ride-matching system. Historically, rideshare services across Iowa have been administered in a decentralized model where the Iowa DOT has not been involved in the procurement, administration, or marketing of local rideshare programs. This model requires rideshare organizations to provide separate startup funding and yearly support fees, reduces the overall number of matches available for potential rideshare participants, and is not consistently administered across the state.

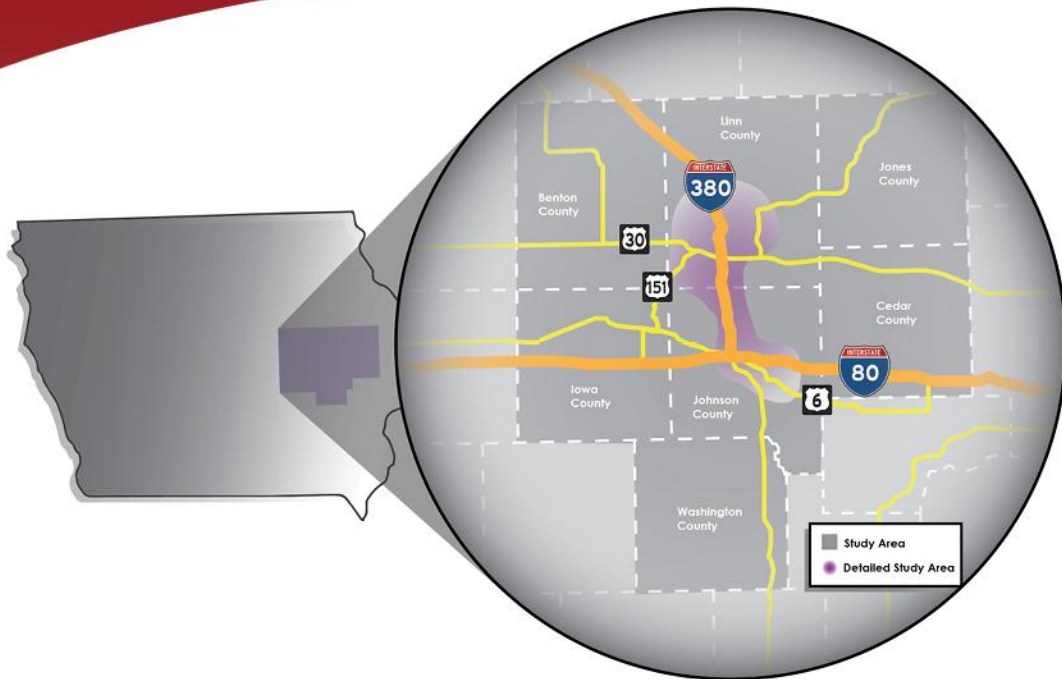
The result of this has been an inefficient and costly system that does not serve all of Iowa's communities and results in fewer ride matches created. The statewide rideshare project will provide a more efficient, affordable, and user-friendly service by eliminating the need for multiple global administrators, reducing capital and operating expenses, and consolidating services into a single software system. The goal of this program is to increase the number of people who wish to take part in car pools, van pools, and public transit services.

Next Steps

The following ICTS next steps are necessary for the implementation of the ICTS recommended package of service improvements.

1. **Identify Lead Agency for Implementation:** The implementation of the ICTS recommendations will involve an active partnership between multiple jurisdictions and agencies within the region. However, one agency should be identified to lead the effort. ECICOG was suggested as the agency that could lead the initial effort of coordinating initial discussion between the study partners. Although not identified as a lead agency, Iowa DOT would continue to have an important role in the initiative.
2. **Form Study Implementation Committee:** The lead agency will organize a study implementation committee comprised of study area jurisdictions, public agencies and service providers. The function of the committee would coordinate implementation efforts.

3. **Identify and Pursue Preferred Funding and Financing Options for Implementation:** The implementation of the ICTS recommendations will likely require multiple funding sources, some existing such as state and federal funding programs, some new such as a regional transit district, a special assessment district or other sales or property tax.
4. **Create an Implementation Plan:** Given the recommendations and established priorities, and with more information on funding needs and availability, a detailed implementation plan should specifically list the steps to implement each of the projects and programs. There are multiple ways to operate and manage each of the service improvements. However, this will require more deliberation from the Study Implementation Committee, public agencies, transit service providers, local governments, and more detailed discussions with corridor stakeholders including major employers on how best to implement the improvements.
5. **Define Project Phasing Based on Available Funding and Priorities:** Initial funding through one-time state or federal grants or other mechanism may be able to fund initial improvements. Implementation can be phased based on available funding and financing, as well as the community's priorities. There are several initiatives already underway such as the Iowa DOT's park and ride program, the statewide ridematching system deployment and the statewide transportation website. Pilot programs can be an effective way to test the effectiveness of concepts and garner support for funding and broader implementation. For example, a pilot of the interregional bus transportation concept may be effective in helping to create the support for a long term investment in the corridor.



IOWA DOT

IOWA COMMUTER TRANSPORTATION STUDY



December 2014

Preparation of the Iowa Commuter Transportation study required the input and efforts of many people. This report acknowledges and expresses our appreciation for everyone's efforts.

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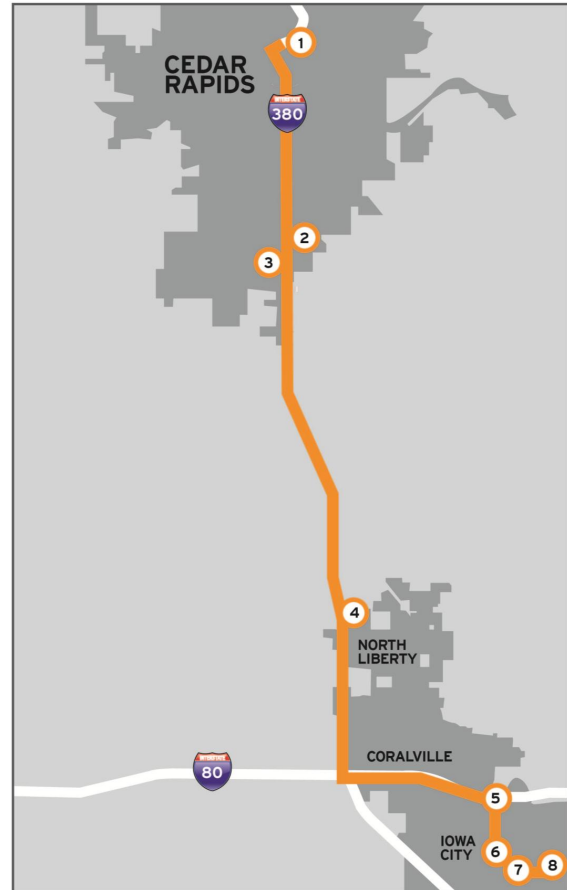


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The Whirlpool manufacturing plant near the Amana Colonies is an example of a location that may be effectively served by a subscription bus. With a current workforce of 2,200 and growing, and a location remote from large numbers of employees, the plant would benefit from a more structured approach to commuter options. However, the low density area of the plant cannot support regular fixed route transit service.

Public Vanpool Program

To meet the needs of dispersed origins, particularly in the rural areas not directly served by the I-380 corridor, a public regional vanpool program was recommended. This program would complement the proposed interregional express bus service and address service gaps of existing private vanpools by providing a service that is open to the public and is an efficient and cost-effective employment transportation option for commuters with dispersed origins.

Two vanpool programs are currently provided in the study area. The University of Iowa provides a program that is limited to university employees with 80 vanpools including 15 in the I-380 corridor from the Cedar Rapids area. A private firm, vRide provides private vanpool service, however, it is up to individuals who live and work in the same areas to collectively organize.

An expanded public vanpool program can take different forms. The vanpool program could be operated by an existing transit service operator or other agency eligible to receive federal and state funding. The benefit of this is that the operator could use federal and state transit funding for vehicle acquisition thereby lowering the cost to the commuter. The program requires administrative and management support to handle responsibilities such as vehicle acquisition, defining program policies and procedures, training drivers, assisting in ridematching and program accounting. Alternatively, an agency could contract with a private firm such as vRide to handle all operational aspects of the program.

It is possible for user fees to cover all program costs. In practice user fees would be set to achieve program policies regarding cost recovery. Typically, agency operated programs cover some costs through grants or local transit funding. Operating costs typically are in the range of \$10,000 to \$12,000 per vanpool, although program costs vary widely. The capital cost of the vans is either realized as an outright purchase cost, or a lease cost. Vans typically cost in the range of \$35,000 to \$40,000 per vehicle.

There is no reliable means to estimate the demand for vanpooling, however the public surveys revealed a high level of interest among survey respondents in vanpooling (and carpooling). Moreover, much of the study area outside of the I-380 corridor does not currently have commuter transit service and likely will not be able to support transit in the foreseeable future.

Public Carpool Program

A carpool program can be implemented less expensively than other programs and is recommended because of its ease of implementation and cost effectiveness. A formal carpool program is a natural element of a commuter transportation program. Employers and stakeholders have noted their desire for a centralized ridematching system. This would need to be integrated into existing programs and would need to be actively promoted by sponsoring agencies.

Statewide Applicability

Iowa's socioeconomic and passenger travel trends suggest there will be a need to identify travel demand management strategies for increasing the safety and efficiency of Iowa's transportation system. Increased population in and around metropolitan areas will create congestion and capacity issues as long as single-occupant vehicle travel remains the primary mode of travel. As Iowans drive longer distances to work, it will be increasingly important to identify and maintain commuter routes with facilities and services that provide alternatives to the single-occupant vehicle.

When examining the applicability of this effort to other areas of the state, the advisory group and project management team looked to identify other commuter corridors that were comparable to the Cedar Rapids-Iowa City corridor. The general consensus was that there was only one truly comparable corridor in the state of Iowa, that being the Ames-Des Moines corridor. Here you also have two metropolitan areas (population greater than 50,000), separated by roughly the same distance, and connected by a similar interstate highway facility that carries comparable levels of passenger traffic.

Having identified Ames-Des Moines as a comparable corridor where this effort may have some direct applicability, it was noted that a feasibility study was already underway for this corridor, led by the Des Moines Area Metropolitan Planning Organization. The final Ames-Des Moines I-35 Commuter Corridor Feasibility Study was published on August 19, 2014 and contained conclusions similar to those identified in the ICTS. The Ames-Des Moines study found that sufficient demand exists to warrant investment in a commuter express bus service operating along the I-35 corridor during the weekday peak periods.

While these two corridors are somewhat unique in a statewide context, the methodology applied in the development of the ICTS could certainly be applied to other commuter corridors, although the recommendations would likely differ. In addition to the ICTS, the Iowa DOT has also recently engaged in other commuter transportation planning efforts, including the recent completion of the Iowa Park and Ride System Plan and ongoing efforts related to the development of a statewide ride-matching system.

The *Iowa Park and Ride System Plan* will be used by the Iowa DOT to plan, evaluate, and develop a formal statewide system of park and ride facilities. For the purposes of this plan, park and ride facilities are places to park a vehicle when carpooling, vanpooling, or taking public transit. The plan provides the framework for determining the current need for commuter park and ride services, evaluating the existing system, identifying gaps in service, and guiding potential system expansion. The primary objective of the plan was to develop a location-specific, priority-based park and ride system that allows for coordinated planning and implementation of park and ride facilities that maintain highway safety, encourage ridesharing, support commuter transportation, and promote energy conservation.

Related to this effort is the development of a statewide rideshare program that can be used to match potential carpool and vanpool participants using a single ride-matching system. Historically, rideshare services across Iowa have been administered in a decentralized model where the Iowa DOT has not been involved in the procurement, administration, or marketing of local rideshare programs. This model requires rideshare organizations to provide separate startup funding and yearly support fees, reduces the overall number of matches available for potential rideshare participants, and is not consistently administered across the state.

The result of this has been an inefficient and costly system that does not serve all of Iowa's communities and results in fewer ride matches created. The statewide rideshare project will provide a more efficient, affordable, and user-friendly service by eliminating the need for multiple global administrators, reducing capital and operating expenses, and consolidating services into a single software system. The goal of this program is to increase the number of people who wish to take part in car pools, van pools, and public transit services.

Next Steps

The following ICTS next steps are necessary for the implementation of the ICTS recommended package of service improvements.

1. **Identify Lead Agency for Implementation:** The implementation of the ICTS recommendations will involve an active partnership between multiple jurisdictions and agencies within the region. However, one agency should be identified to lead the effort. ECICOG was suggested as the agency that could lead the initial effort of coordinating initial discussion between the study partners. Although not identified as a lead agency, Iowa DOT would continue to have an important role in the initiative.
2. **Form Study Implementation Committee:** The lead agency will organize a study implementation committee comprised of study area jurisdictions, public agencies and service providers. The function of the committee would coordinate implementation efforts.

3. **Identify and Pursue Preferred Funding and Financing Options for Implementation:** The implementation of the ICTS recommendations will likely require multiple funding sources, some existing such as state and federal funding programs, some new such as a regional transit district, a special assessment district or other sales or property tax.
4. **Create an Implementation Plan:** Given the recommendations and established priorities, and with more information on funding needs and availability, a detailed implementation plan should specifically list the steps to implement each of the projects and programs. There are multiple ways to operate and manage each of the service improvements. However, this will require more deliberation from the Study Implementation Committee, public agencies, transit service providers, local governments, and more detailed discussions with corridor stakeholders including major employers on how best to implement the improvements.
5. **Define Project Phasing Based on Available Funding and Priorities:** Initial funding through one-time state or federal grants or other mechanism may be able to fund initial improvements. Implementation can be phased based on available funding and financing, as well as the community's priorities. There are several initiatives already underway such as the Iowa DOT's park and ride program, the statewide ridematching system deployment and the statewide transportation website. Pilot programs can be an effective way to test the effectiveness of concepts and garner support for funding and broader implementation. For example, a pilot of the interregional bus transportation concept may be effective in helping to create the support for a long term investment in the corridor.

1.0 Introduction

The Iowa Department of Transportation (DOT) conducted a study to identify and evaluate alternatives for commuter transportation in one of Iowa's major travel corridors, the Interstate 380 (I-380) corridor.

Iowa DOT is interested in alternatives that enhance mobility options and expand transportation options for commuters, reduce wear and tear on the highway system, and decrease traffic congestion along primary corridors. To accomplish this, the Iowa Commuter Transportation Study (ICTS) identified the existing and future commuter needs in the corridor and determined the viability of various commuter transportation alternatives to address those needs.

1.1 Study Purpose

The Iowa legislature directed the Iowa DOT to "conduct a study to identify administrative needs, projected demand, necessary capital and operating costs, and public transit service structures including park-and-ride lots, employer or public vanpool programs, and traditional fixed-route transit. The department shall submit a report with findings and recommendations to the general assembly on or before December 15, 2014." To meet this requirement, the ICTS:

- Identified the potential commuter market and needs.
- Assessed existing inter-regional commuter services and system capacity based on projected growth.
- Identified transportation alternatives to address unmet commuter transportation needs.
- Determined required capital and operating costs for the identified alternatives.
- Identified potential funding and financing opportunities.

1.2 Study Need

The ICTS was commissioned to address the following needs:

- Eastern Iowa communities depend on one another economically, and improving the transportation system is critical to supporting future growth and access to jobs in the region.
- The Iowa DOT is interested in more transportation options along major corridors to reduce wear and tear on the transportation system and decrease traffic congestion.
- The traffic analyses completed as part of the *I-380 Rural Corridor Feasibility Study* for the 2020 and 2040 traffic volume forecasts indicate that the rural stretch of the I-380 corridor requires expansion to a six-lane freeway by 2020 to continue to operate at the desired Level of Service (LOS) during the a.m. and p.m. peak time periods.
- The explanation included in the Notes on Bills and Amendments for Senate File 2349 stated that the law "Requires the DOT to conduct a study of the I-380 corridor and the traffic volumes between Linn and Johnson counties. The study is to identify the needs of employers, projected demand, capital and operating costs, and determine the pros and cons of various structures associated with a public transit system between the Iowa City and Cedar Rapids metro areas."

1.3 Benefits of I-380 Commuter Transportation Improvements

The I-380 Commuter Transportation Improvements described in Chapter 6 identify transportation options that are intended to reduce single-occupant vehicles (SOVs) in the I-380 corridor and enhance mobility throughout the seven county study area. A new public interregional express bus service and vanpool and carpool program has the potential to reduce SOVs and provide a mobility option for commuters unable to use public transportation. Providing mobility options and reducing SOV commuting has numerous benefits:

I-380 Traffic Operations

- Reducing SOV commuting helps meet the objective of helping to reduce congestion on I-380. Reducing congestion has tangible benefits including improving travel time and reduce fuel consumption. Although the shift of commuter trips from SOVs to commuter transportation alternatives is not likely to alleviate the need to expand the capacity of I-380, the improvement is expected to be beneficial.
- Safety along I-380 is an issue. The reduction in SOV commuting will have a positive effect on safety because many of the safety issues are a result of the increased traffic volumes.
- Within the next decade Iowa DOT is expected to embark on major construction along I-380, including the reconfiguration of the system interchange with I-80. The Commuter transportation improvements can be an important part of the mitigation efforts that will be required during the years of construction required for the facility improvements.

Economic Development

- Local employers benefit from commuter transportation enhancements by widening the available labor pool. During stakeholder meetings, some employers cited difficulty in attracting workers due to lack of transportation. This barrier can effect a new company's locational decision and may limit existing business's ability to expand.
- Auto commuting over the length of the I-380 corridor can be expensive, which is a factor that can limit an individual's access to employment opportunities.
- The region is promoting itself as Iowa's Creative Corridor. Enhancing commuter transportation in the corridor supports this important economic development strategy.

Access to Jobs

- Commuter Transportation Improvements provide equal opportunity for transit-dependent populations including zero and one car households, or for those who can no longer drive including the elderly and disabled. Currently, there are no public interregional commuter transportation options. The Commuter Transportation Improvements will provide greater employment opportunities for transit-dependent residents.

Environmental

- Reducing SOVs reduces greenhouse gas emissions and is generally environmentally positive.

1.4 Study Area

The ICTS study area includes:

- Study Area: The Eastern Iowa communities within Linn, Johnson, Benton, Jones, Iowa, Cedar and Washington Counties; and
- Detailed Study Area: Assessment and recommendations within the I-380 corridor between Cedar Rapids and Iowa City.

Figure 1.1: Study Area



1.5 Study Process

The study process followed a five step approach:

- Needs Assessment: What are the region's primary commuter transportation needs as they relate to issues and barriers along the corridor?
- Data collection: Information and facts that informed the study recommendations.
- Develop Alternatives and Evaluate Ideas: Concepts for corridor improvements.
- Draft Solutions: Preferred concepts vetted throughout the study process.
- Final Plan: Document preferred infrastructure improvements and service enhancements, funding and financing strategy and implementation guide.

1.6 Public Outreach

The ICTS process involved collecting technical transportation information from the region and evaluating it based on existing and future needs and demands. Balancing this technical information with local knowledge from employers, commuters, and others interested in an improved transportation system requires input and engagement.

Gathering this local knowledge included:

- A series of stakeholder interviews with major employers in the area to help identify demand and opportunities for commuter transportation services.
- A Project Management Team (PMT), comprised of Iowa DOT staff familiar with the corridor and a representative of the East Central Iowa Council of Governments (ECICOG), provided input from the perspective of agencies responsible for transportation in the corridor.
- An Advisory Group made up of 15 transit officials, economic development leaders, and community officials to help the Iowa DOT understand specific community needs and provide input on the potential solutions and recommendations.
- Two online surveys to gather input from the public on their perceptions and desires for commuter transportation options.
- Two public open house meetings to gather input from the public. Public open house #1 provided input on commuter transportation needs. Public open house #2 provided input on potential commuter transportation service enhancements.

2.0 Needs Assessment

One of the identified purposes of this study was to determine the unmet commuter transportation needs in the study corridor. A key task to assess was whether the current commuter transportation options adequately meet the community's expectations. A related task was to determine the potential commuter demand for commuter transportation alternatives in the study corridor.

This section assesses commuter needs and demand through an analysis of employment and work trip patterns along with an analysis of population and employment density, age distribution, income, race, one or zero car households, trip origins and destinations and trip purpose and type. Population, employment, age distribution, and travel behavior help define commuter demands based on the characteristics of the population. For the purposes of this study, the analysis of the commuter market focused on work trips. However, other potential commuters in the study area that were analyzed include transit-dependent populations such as seniors, persons with disabilities, school-age children, university/college students and low income individuals.

2.1 Factors Affecting Work Trip Demand

The following analyzes potential work trip demand through an analysis of population growth, population density and major activity/employment centers in the study area.

2.1.1 Population Change

As shown in **Table 2.1** below, the study area is growing. Within the past 30 years, most population growth has occurred in Johnson County, particularly in Iowa City, Coralville and North Liberty. The most growth in terms of percent change has occurred in North Liberty, with the largest increase between 2000 and 2010. Linn County is also growing, with significant population increases in Cedar Rapids and Marion. Within the rural counties, population has remained constant.

Table 2.1: Population Change

Place	1990	2000	% Change 1990 to 2000	2010	% Change 2000 to 2010	*2013	% Change 2010 to 2013	% Change 2000 to 2013
Study Area Counties								
Linn County	168,767	191,701	14%	211,226	10%	216,111	2%	28%
Johnson County	96,119	111,006	15%	130,882	18%	139,155	6%	45%
Benton County	22,429	25,308	13%	26,076	3%	25,699	-1%	15%
Jones County	19,444	20,221	4%	20,638	2%	20,611	0%	6%
Iowa County	14,630	15,671	7%	16,355	4%	16,330	0%	12%
Cedar County	17,444	18,187	4%	18,499	2%	18,393	-1%	5%
Washington County	19,612	20,670	5%	21,704	5%	22,015	1%	12%
Study Area Cities (Population over 10,000)								
Cedar Rapids	108,772	120,758	11%	126,326	5%	128,429	2%	18%
Marion	20,403	26,294	29%	34,768	32%	36,147	4%	77%
North Liberty	2,926	5,367	83%	13,374	149%	14,971	12%	412%
Coralville	10,347	15,123	46%	18,907	25%	20,092	6%	94%
Iowa City	58,753	62,220	6%	67,862	9%	71,591	5%	22%

Source: US Census Bureau, 1990, 2000, and 2013 Estimates

2.1.2 Population Density

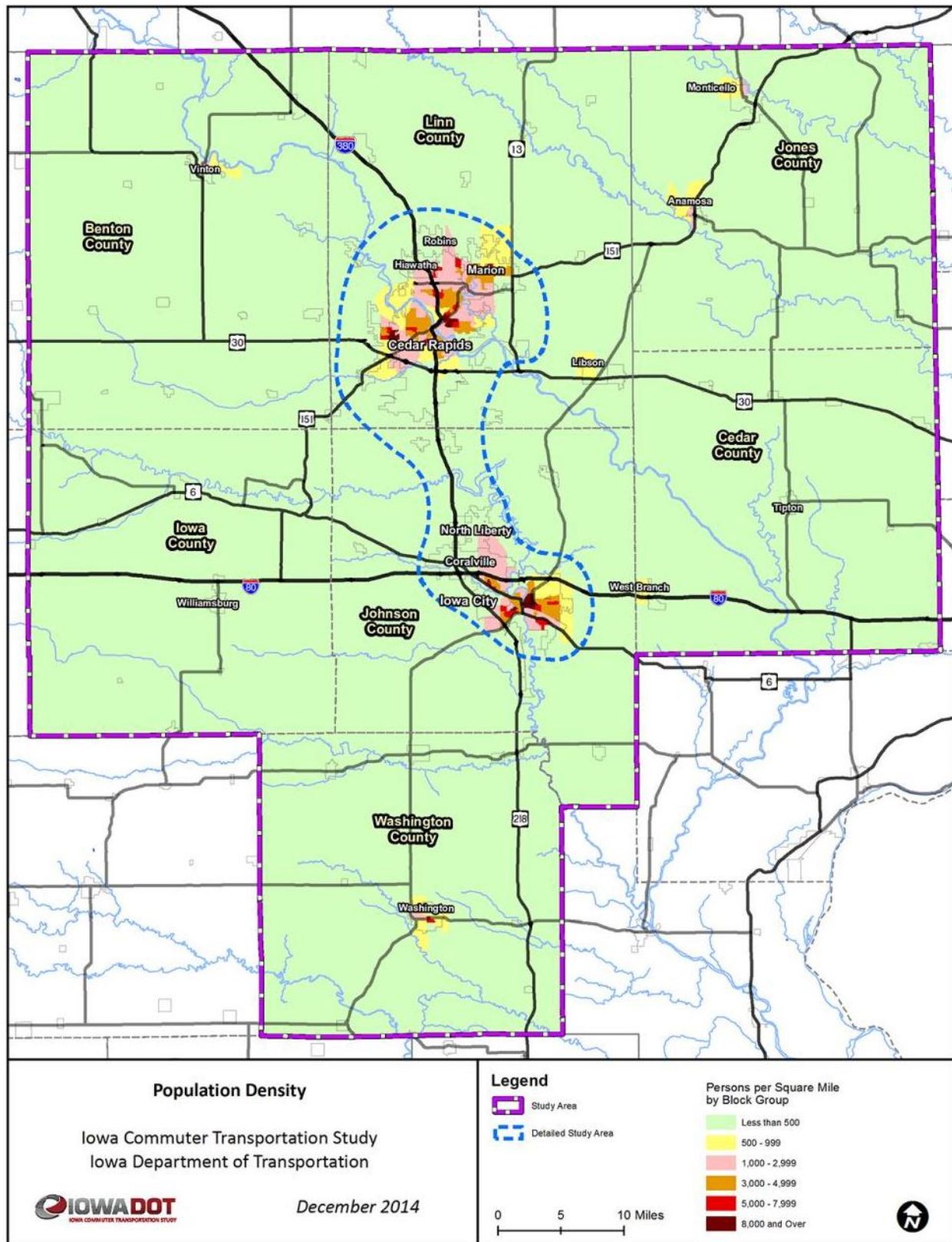
Population density is a critical factor in determining the success of potential public transportation investments. High population densities are critical for traditional fixed route, fixed schedule, transit service by providing the necessary population within walking or convenient driving distance to the stop or collection point. Population densities were assessed for study area counties and major jurisdictions based on 2010 data from the U.S. Census Bureau. Average densities are showing in **Table 2.2** below and by block group in **Figure 2.1** on the following page. As shown in **Figure 1.1**, Iowa City, Coralville, North Liberty, Cedar Rapids and Marion are the only jurisdictions with sufficient density to support fixed-route service. The highest densities within the study area are within the urban neighborhoods surrounding Downtown Iowa City and the University of Iowa Campus. However, there are also high residential densities south of I-80 in Coralville in designated high-density and mixed-use districts and in urban neighborhoods surrounding downtown Cedar Rapids.

Table 2.2: Population Density

Place	Square Miles	Total Population	Population Density per square mile
Study Area Counties			
Linn County	717	216,111	301
Johnson County	614	139,155	227
Benton County	716	25,699	36
Jones County	576	20,611	36
Iowa County	586	16,330	28
Cedar County	579	18,393	32
Washington County	569	22,015	39
Study Area Cities (Population over 10,000)			
Cedar Rapids	71	128,429	1,814
Marion	16	36,147	2,251
North Liberty	8	14,971	1,912
Coralville	12	20,092	1,673
Iowa City	25	71,591	2,862

Source: US Census Bureau, 2013 Estimates

Figure 2.1: Study Area Population Density



Source: US Census Bureau, 2010

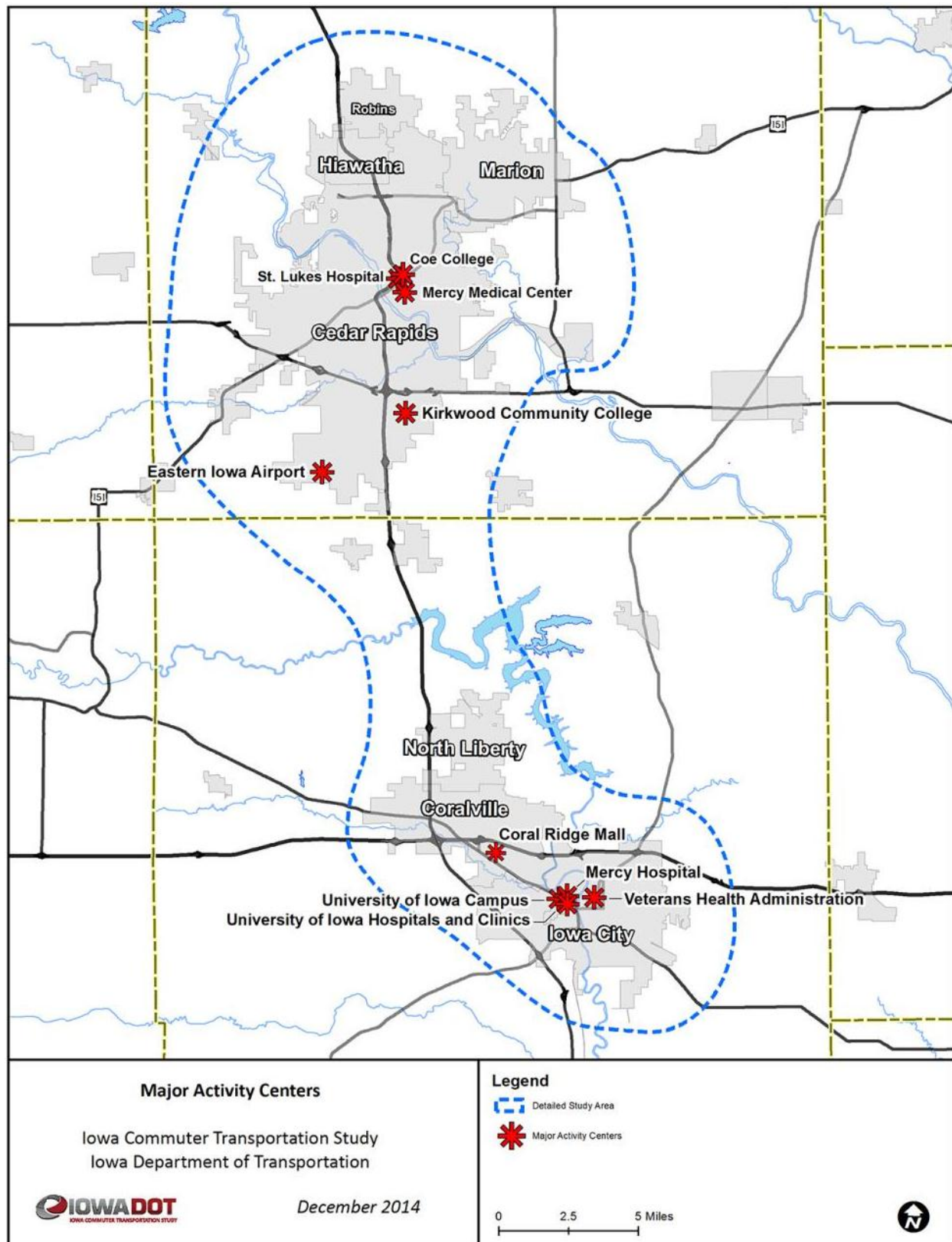
2.1.3 Major Activity Centers

For the purposes of this study, major activity centers are defined as locations within the study area with significant concentrations of employment and/or potential high trip generators such as major attractions or destinations. The major activity centers that are likely to attract regional commuter trips in the study area are shown in **Figure 2.2** on the following page and briefly described below:

- **University of Iowa:** The University of Iowa is a public research university in Iowa City and major economic engine for the state and region, employing approximately 18,000 people and serving 31,000 students. The University of Iowa operates a vanpool, providing transportation for University employees throughout the region to destinations throughout campus. Currently, there are 80 vanpools serving approximately 700 University of Iowa employees.
- **University of Iowa Hospitals and Clinics:** For the year 2013, the University of Iowa Hospitals and Clinics employed 8,139 physicians, dentists, nurses, resident and fellow doctors, and support staff, served an average of 3,920 patients per day, and drew an additional 4,500 visitors per day.¹ Hospital employees are eligible for the University vanpool program.
- **Iowa City Veterans Administration (VA) Hospital:** The VA Hospital is a major regional destination serving more than 184,000 veterans in 50 counties in Eastern Iowa as well as Western Illinois and Northern Missouri and approximately 1,500 employees.
- **Mercy Hospital (Iowa City):** Mercy Hospital employs approximately 1,200 people and provides medical services to patients primarily in Johnson County and the Iowa City metropolitan area.
- **St. Luke's Hospital:** St. Luke's Hospital is one of the largest employers in Cedar Rapids with approximately 3,000 employees and averages 262 patients per day during the week.
- **Coe College:** Coe College is a private liberal arts college in Cedar Rapids with approximately 1,300 full time students, its largest full-time enrollment to date, and approximately 80 academic staff.
- **Mercy Medical Center (Cedar Rapids):** Mercy Medical Center employs approximately 2,200 people and provides medical services to patients primarily in Linn County in the Cedar Rapids Metropolitan area.
- **Eastern Iowa Airport:** The Eastern Iowa Airport is a major regional designation and is served by five airlines, Allegiant Air, American Eagle, Delta Airlines, Frontier Airlines and United Airlines, with non-stop flights to nine cities including Atlanta, Chicago, Denver, Detroit, Las Vegas, Minneapolis/St. Paul, Phoenix/Mesa, Punta Gorda/Ft. Myers, and Tampa/St. Petersburg.
- **Kirkwood Community College:** Kirkwood Community College is a two-year comprehensive community college, located in Cedar Rapids, and serving the seven study area counties with a total credit enrollment of approximately 23,000 students and 1,900 employees.
- **Coral Ridge Mall:** Coral Ridge Mall is a regional shopping mall just south of I-80 in Coralville.

¹ UHIC Profile, 2013. Note, these employment numbers make up a portion of the 18,000 university employees.

Figure 2.2: Major Activity Centers



2.1.4 Major Employers

Fourteen of the top 15 largest employers in the study area, as shown in **Table 2.3** below and **Figure 2.3** on the following page, are in either Linn or Johnson Counties. The exception is Whirlpool, located in Iowa County. The top 25 employers are in four of the seven study area counties.

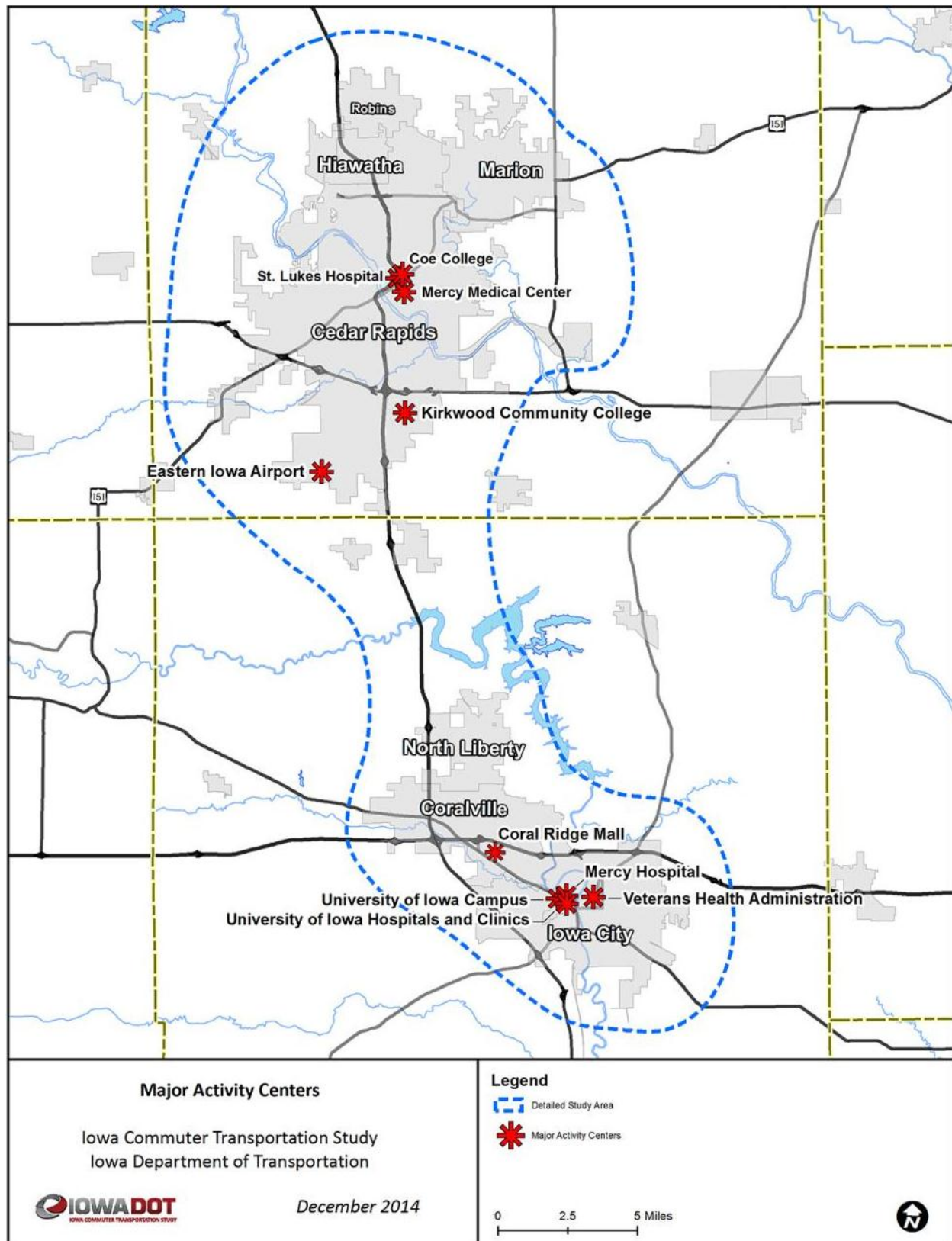
Table 2.3: Major Employers

Rank	Company	Employees	Industry	Location
1	University of Iowa (UI)	18,000	Education	Johnson County
2	Rockwell Collins	9,470	Electronic Equipment & Design	Linn and Johnson County
3	UI Hospitals and Clinics ²	8,139	Healthcare	Johnson County
4	Transamerica	3,872	Insurance/Financial	Linn County
5	St. Luke's Hospital	3,184	Healthcare	Linn County
6	Cedar Rapids School District	2,936	Education	Linn County
7	Mercy Medical Center	2,200	Healthcare	Linn County
8	Whirlpool	2,200	Equipment Manufacturing	Iowa County
9	Kirkwood Community College	1,895	Education	Linn County
10	Iowa City Community School District	1,700	Education	Johnson County
11	Veterans Health Administration	1,562	Healthcare	Johnson County
12	ACT, Inc.	1,243	Education	Johnson County
13	Mercy Iowa City	1,208	Healthcare	Johnson County
14	Pearson Educational Measurement	1,200	Publishing	Johnson County
15	Nordstrom Direct	1,200	Logistics/Distribution	Linn County
16	Quaker Foods & Snacks	1,018	Food Processing	Linn County
17	Linn-Mar Community School District	954	Education	Linn County
18	Yellow Book USA	933	Customer Service	Linn County
19	Alliant Energy	902	Utility	Linn County
20	International Automotive Components	785	Process Manufacturing	Johnson County
21	College Community Schools	775	Education	Linn County
22	Riverside Casino & Golf Resort	757	Entertainment	Washington County
23	Procter & Gamble	700	Process Manufacturing	Johnson County
24	General Dynamics	700	Professional Services	Johnson County
25	General Mills	687	Food Processing	Linn County
26	APAC Customer Service	630	Customer Service	Linn County
27	NextEra Energy	623	Utility	Linn County
28	Verizon Business	604	Customer Service	Linn County
29	Toyota Financial Services	593	Insurance/Financial	Linn County
30	Archer Daniels Midland	500	Bioprocessing/Food Ingredient	Linn County
31	Integrated DNA Technologies	493	Biotechnology	Johnson County
32	GE Capital	484	Insurance/Financial	Linn County
33	SourceMedia Group	477	Media	Linn County
34	RuffaloCODY	475	Information Services	Linn County
35	Oral B	462	Process Manufacturing	Johnson County
36	Centro	366	Process Manufacturing	Johnson County
37	Cargill - Corn Milling	363	Bioprocessing/Food Ingredient	Linn County
38	ALPLA of Iowa	360	Process Manufacturing	Johnson County
39	Penford	242	Bioprocessing/Food Ingredient	Linn County
40	CCB Packaging	205	Process Manufacturing	Linn County
41	Evergreen Packaging	200	Process Manufacturing	Linn County
42	HJ Heinz	200	Food Processing	Linn County
43	Loparex	191	Process Manufacturing	Johnson County
44	DuPont	180	Bioprocessing/Food Ingredient	Linn County
45	Apache Hose & Belting	170	Process Manufacturing	Linn County
46	Ralston Foods	152	Food Processing	Linn County
47	CIVCO Medical Instruments	150	Process Manufacturing	Washington County
48	Pickwick Manufacturing	130	Contract Manufacturing	Linn County
49	International Paper	130	Process Manufacturing	Linn County
50	Engineered Plastic Components	130	Process Manufacturing	Washington County

Source: Cedar Rapids Metro Economic Alliance

² UHIC Profile, 2013. Note: Employment totals make up a portion of the 18,000 University of Iowa employees.

Figure 2.3: Major Employers



2.1.5 Housing Cost

Housing costs are influential factors in the pattern of work trips. As shown in **Table 2.4** on the following page and **Figure 2.4** on page 13, median home values of owner occupied housing units are higher in the study area compared to the statewide average, with the exception of Jones County and Washington County. Median gross rent is higher in Linn County and Johnson County compared to the statewide average. Coralville, Iowa City and North Liberty have significantly higher median home value of owner occupied housing units and median gross rent than the remainder of the study area cities.

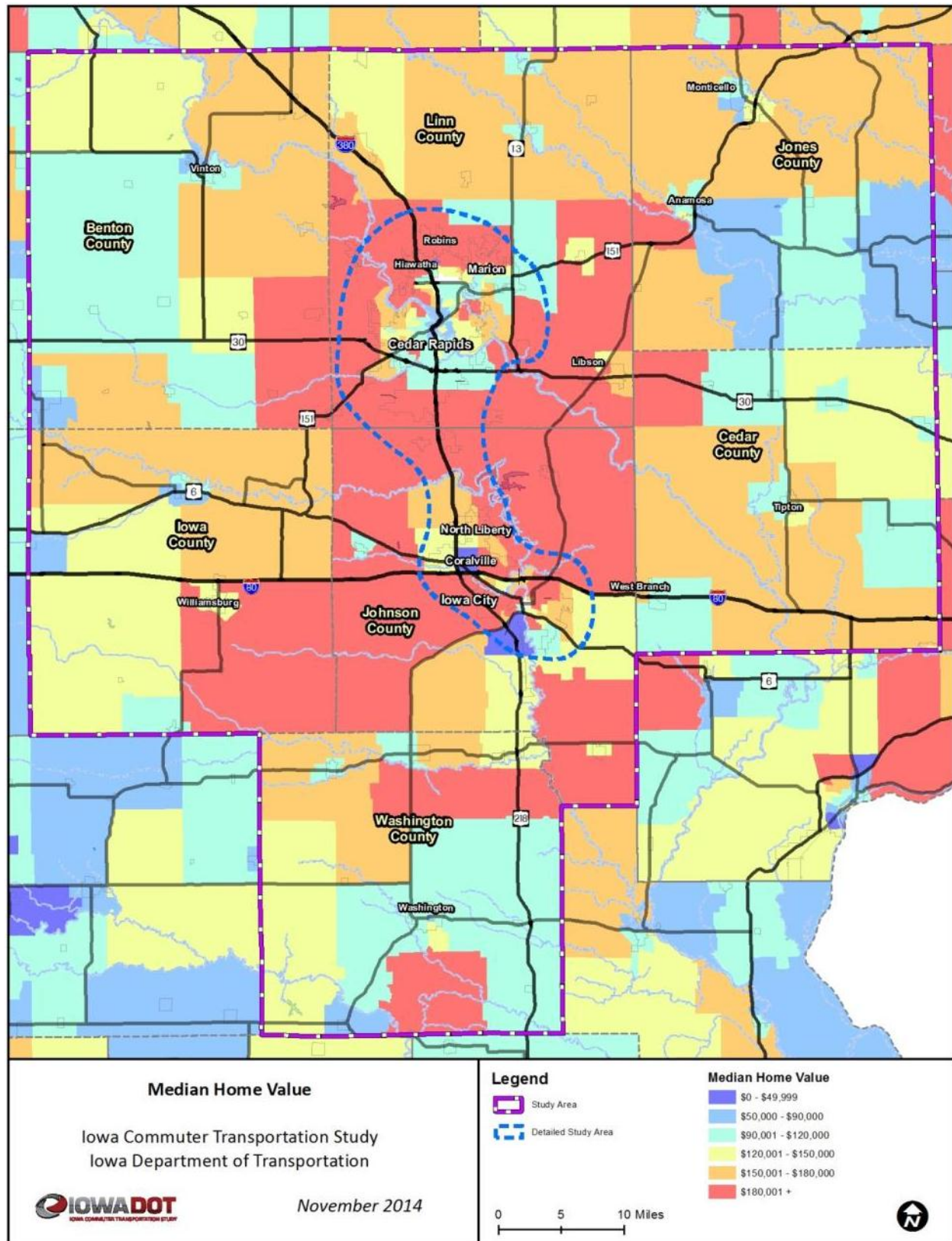
Table 2.4: Median Home Value and Median Gross Rent

Place	Median Home Value of Owner Occupied Housing Units	Median Gross Rent
Study Area Counties		
Linn County	\$142,300	\$658
Johnson County	\$183,100	\$789
Benton County	\$130,900	\$586
Jones County	\$119,000	\$576
Iowa County	\$137,300	\$539
Cedar County	\$134,000	\$653
Washington County	\$116,900	\$633
Study Area Cities (Population over 10,000)		
Cedar Rapids	\$131,300	\$680
Marion	\$144,000	\$606
North Liberty	\$155,500	\$874
Coralville	\$186,500	\$743
Iowa City	\$181,000	\$793
Statewide Average		
State of Iowa	\$123,000	\$655

Source: U.S. Census Bureau, 2008-2012 American Community Survey.
Highlighted cells meet or exceed the statewide average.

With a high concentration of employment within Iowa City, housing affordability concerns, particularly for lower income workers, may lead individuals to seek more affordable housing options in adjacent counties and communities. This was confirmed in several employer stakeholder interviews and accounts for the distribution of regional work trips into Iowa City.

Figure 2.4: Median Home Value of Owner Occupied Housing Units



2.1.6 Zero and One Car Households

For some, the choice of not owning a vehicle is a preference or lifestyle choice. In some communities, vehicle ownership may be very expensive or inconvenient and there may be ample transportation alternatives including public transit, walking or biking. However, a majority of one and zero car households face economic constraints that make financing, licensing, insurance, and maintenance difficult. Zero-vehicle households are at structural disadvantage in competing for jobs. According to a 2011 report by the Brookings Institution, approximately 7.5 million households in the nation's largest metropolitan areas do not have access to an automobile. This report also notes that the U.S. has built 655,000 roadway lane miles of highways since the 1980s, enabling development farther out and increasing distances between destinations making it even more difficult to provide people with access to public transit.³ For this reason, an assessment of one and zero car households is an important factor for evaluating potential future transit investments within the study area.

Table 2.5: Zero and One Car Households

Place	Zero Vehicles	Percent	One Vehicle	Percent	Two or More Vehicles	Percent	Total
Study Area Counties							
Linn County	5,441	6.4%	26,956	31.5%	53,257	62.2%	85,654
Johnson County	3,657	6.9%	18,870	35.7%	30,299	57.4%	52,826
Benton County	379	3.7%	2,133	20.9%	7,718	75.4%	10,230
Jones County	351	4.3%	1,875	23.1%	5,883	72.5%	8,109
Iowa County	209	3.1%	1,620	24.1%	4,888	72.8%	6,717
Cedar County	316	4.2%	1,729	22.8%	5,549	73.1%	7,594
Washington County	579	6.5%	2,458	27.5%	5,889	66.0%	8,926
Study Area Cities (Population over 10,000)							
Cedar Rapids	4,017	7.6%	18,217	34.6%	30,380	57.7%	52,614
Marion	800	5.7%	4,467	31.9%	8,752	62.4%	14,019
North Liberty	178	3.0%	2,131	36.5%	3,530	60.5%	5,839
Coralville	387	5.0%	2,907	37.6%	4,446	57.4%	7,740
Iowa City	2,673	9.8%	11,418	41.8%	13,198	48.4%	27,289
Statewide Total/Average							
State of Iowa	71,568	5.8%	366,366	29.9%	785,575	64.2%	1,223,509

Source: U.S. Census Bureau, 2008-2012 American Community Survey
 Highlighted cells meet or exceed the statewide average.

As shown in **Table 2.5** above, the highest concentrations of zero and one care households are in Cedar Rapids and Iowa City with fixed-route transit service providing local trips. The existing interregional commuter services, the University of Iowa vanpools and vRide, provide just fewer than 800 daily trips,

³ *Transit Access and Zero-Vehicle Households*, Adie Tomer, Brookings Institution Metropolitan Policy Program, 2011

and the University vanpools are limited to University employees. Currently there are no public regional transportation services for work trips limiting economic opportunities for zero and one car households.

2.1.7 College/University Students

One factor that makes the study area unique from other regions is the number of college and university students. A large portion of the students go the University of Iowa in Iowa City, however, a significant number of students also attend Coe College, Kirkwood Community College and Mount Mercy University in Cedar Rapids. On urban campuses like the University of Iowa, where parking is limited and can be expensive, many students do not drive. Also, due to the high housing costs in Iowa City and the surrounding area, many students may choose housing away from campus.

Table 2.6: College/University Students

Place	Total Enrolled in College/University	Percent of Population
Study Area Counties		
Linn County	16,230	7.96%
Johnson County	30,064	23.76%
Benton County	1,276	5.07%
Jones County	797	3.99%
Iowa County	677	4.29%
Cedar County	645	3.62%
Washington County	876	4.20%
Study Area Cities (Population over 10,000)		
Cedar Rapids	10,880	8.91%
Marion	1,954	5.86%
North Liberty	1,218	9.87%
Coralville	2,394	13.32%
Iowa City	24,851	37.45%
Statewide Average		
Statewide	229,105	7.82%

Source: U.S. Census Bureau, 2008-2012 American Community Survey
Highlighted cells meet or exceed the statewide average.

Not surprising, as shown in **Table 2.6** above, Iowa City has the highest percentage of students in the study area, followed by Coralville, North Liberty and Cedar Rapids. Cambus provides transportation services to students on campus and throughout the University of Iowa campus. Through U-pass, students also have access to a universal pass for Iowa City and Coralville Transit which also serves North Liberty. This pass may be subsidized if the student does not have a parking permit. However, for trips outside of the metropolitan area, there are limited options. Additionally, the University of Iowa vanpool is available for University of Iowa employees, not students. There is a carsharing option in Iowa City through Zipcar; however, this service is geared to serve infrequent trips. In Cedar Rapids, Kirkwood Community College has a high number of commuters in the region with no dedicated interregional commuter transportation options.

2.2 Potential Demand

A key objective of the study is to determine the potential demand for a dedicated interregional commuter-oriented public transportation service on the I-380 corridor. By determining the potential demand, the study team is able to develop a set of reasonable public transportation options to address specific needs. It should be noted that this quantitative analysis was refined throughout the study based on discussions with major stakeholders in the study area, information gathered from the surveys and input from the Public Workshops.

2.2.1 Commuter Travel Patterns

To determine the potential demand, it is necessary to have a thorough understanding of commuter travel patterns along the I-380 corridor including means of transportation to work, average travel time to work, trip purpose and type, and analysis of major origins and destinations.

Means of Transportation to Work

Table 2.7 below shows means of transportation to work within the study area. This data provides important on existing mode share for commuters traveling within the study area. Although driving alone accounts for a vast majority of the existing trips, compared to the statewide average, there are a relatively high percentage of carpool trips in Iowa County, Cedar County, Washington County, North Liberty and Coralville and a high percentage of public transportation trips in Johnson County, Coralville and Iowa City.

Table 2.7: Means of Transportation to Work

Place	Car, truck or van		Public Transportation	Bicycle/ Walked	Other	Worked at Home
	Drove Alone	Carpooled				
Study Area Counties						
Linn County	82%	9%	1%	3%	1%	4%
Johnson County	67%	11%	6%	12%	1%	4%
Benton County	80%	9%	0%	4%	3%	5%
Jones County	82%	9%	0%	3%	1%	6%
Iowa County	74%	16%	0%	5%	0%	6%
Cedar County	79%	13%	0%	3%	0%	5%
Washington County	73%	14%	1%	4%	1%	7%
Study Area Cities (Population over 10,000)						
Cedar Rapids	82%	9%	1%	3%	1%	3%
Marion	85%	8%	1%	2%	1%	4%
North Liberty	80%	11%	1%	2%	2%	4%
Coralville	73%	13%	8%	3%	1%	3%
Iowa City	57%	10%	10%	19%	1%	3%
Statewide Average						
State	79%	10%	1%	4%	1%	5%

Source: U.S. Census Bureau, 2008-2012 American Community Survey
Highlighted cells meet or exceed the statewide average

Travel Time to Work in Minutes

Table 2.8 below provides the average commuter travel times to work in the corridor. Within Linn and Johnson Counties, commuting times are fairly consistent, with a majority of commuters spending between 10 to 24 minutes traveling. Within the remainder of the rural counties, almost 50 percent of the commuter trips are longer than 25 minutes. Of the major cities, North Liberty and Marion have the longest average commute times.

Table 2.8: Travel Time to Work in Minutes

Place	Less Than 10	10 to 14	15 to 19	20 to 24	25 to 29	30 to 44	45 or Higher
Study Area Counties							
Linn County	19%	22%	21%	16%	6%	11%	6%
Johnson County	18%	21%	22%	16%	6%	12%	4%
Benton County	22%	8%	9%	11%	9%	28%	12%
Jones County	28%	12%	10%	8%	4%	20%	19%
Iowa County	28%	12%	11%	11%	5%	21%	12%
Cedar County	22%	12%	8%	13%	6%	24%	15%
Washington County	29%	11%	10%	10%	7%	22%	11%
Study Area Cities (Population over 10,000)							
Cedar Rapids	20%	25%	22%	13%	4%	10%	5%
Marion	17%	15%	17%	18%	8%	9%	16%
North Liberty	13%	9%	20%	27%	9%	15%	6%
Coralville	17%	20%	23%	16%	7%	12%	6%
Iowa City	22%	26%	24%	12%	4%	9%	3%
Statewide Average							
State of Iowa	25%	19%	17%	14%	5%	12%	7%

Source: U.S. Census Bureau, 2008-2012 American Community Survey
Highlighted cells meet or exceed the statewide average

The travel time to work data indicates on average, a majority of study area work trips are within 20 minutes. However, a significant amount of work trips are longer than 20 minutes indicating a willingness to drive longer distances to work. It should be noted that due to factors such as congestion, travel time does not necessarily equate to location and distance.

Intra and Interregional Trips

Table 2.9 provides a generalized breakdown of employment travel patterns in the study area. On average, a majority of commuter employment travel occurs within the County or City of origin; however, there are some notable exceptions. In Benton and Cedar Counties, a majority of employment travel is out of county. In Marion, North Liberty and Coralville, a vast majority of employment trips are outside of the city of origin.

Table 2.9: Employment Travel Patterns

Place	Working Within	Percent Within	Working Outside	Percent Outside
Study Area Counties				
Linn County	98,914	90%	10,505	10%
Johnson County	62,614	87%	9,743	13%
Benton County	4,934	38%	8,059	62%
Jones County	5,427	56%	4,326	44%
Iowa County	5,431	63%	3,137	37%
Cedar County	4,226	44%	5,355	56%
Washington County	6,651	60%	4,500	40%
Study Area Cities (Population over 10,000)				
Cedar Rapids	50,313	76%	15,599	24%
Marion	4,683	26%	13,094	74%
North Liberty	1,050	13%	7,342	87%
Coralville	2,701	27%	7,428	73%
Iowa City	29,598	79%	7,958	21%

Source: U.S. Census Bureau, 2008-2012 American Community Survey
 Highlighted cells meet or exceed the statewide average

Major Origins and Destinations and Commuter Patterns

As part of the analysis of commuter demand leading to the identification of transportation needs, a matrix of commuter origins and destinations was developed for the study area using 2006-2010 Census Transportation Planning Package (CTPP) data. The CTPP is a set of special tabulations designed by transportation planners using large sample surveys conducted by the Census Bureau. The CTPP uses the American Community Survey (ACS) sample data. This data is available by census tracts, but the tracts were aggregated into a large area for data presentation. **Figure 2.5** on the following page, **Figures 2.6 to 2.12** on pages 22 and 22, and **Table 2.11** on page 21 show commuter trips between the select origins and destinations. There is a relatively low level of commuting between the Cedar Rapids and Iowa City urban areas. According to CTPP data, there are approximately 4,159 commuters in both directions representing less than 10 percent of the total workers in these urban areas. **Table 2.10** below shows information on commuters between the Cedar Rapids and Iowa City metropolitan areas.

Table 2.10: Cedar Rapids Metropolitan Area – Iowa City Metropolitan Area Commuters

Origin Area	Destination	Total Commuters	% of Origin Workers	% of Destination Workers
Cedar Rapids/ Hiawatha/ Marion	Iowa City/Coralville/ North Liberty	4,159	5%	6%
Iowa City/Coralville/ North Liberty	Cedar Rapids/Hiawatha/ Marion	3,371	5%	3%

Source: U.S. Census Bureau, American Community Survey 2006-2010 5-year samples

As shown, five percent of the total employed persons residing in the Cedar Rapids Metropolitan Area work in the Iowa City Metropolitan Area, and represent six percent of the employment in the Iowa City Metropolitan Area. The percentages are similarly low for the Iowa City Metropolitan Area to Cedar Rapids Metropolitan Area commute.

However, the total number of commuter trips may be significant. There are approximately 7,530 commuters both ways and most of these commuters are likely to be traveling during the peak periods using I-380.

Figure 2.5: Major Commuter Trip Patterns

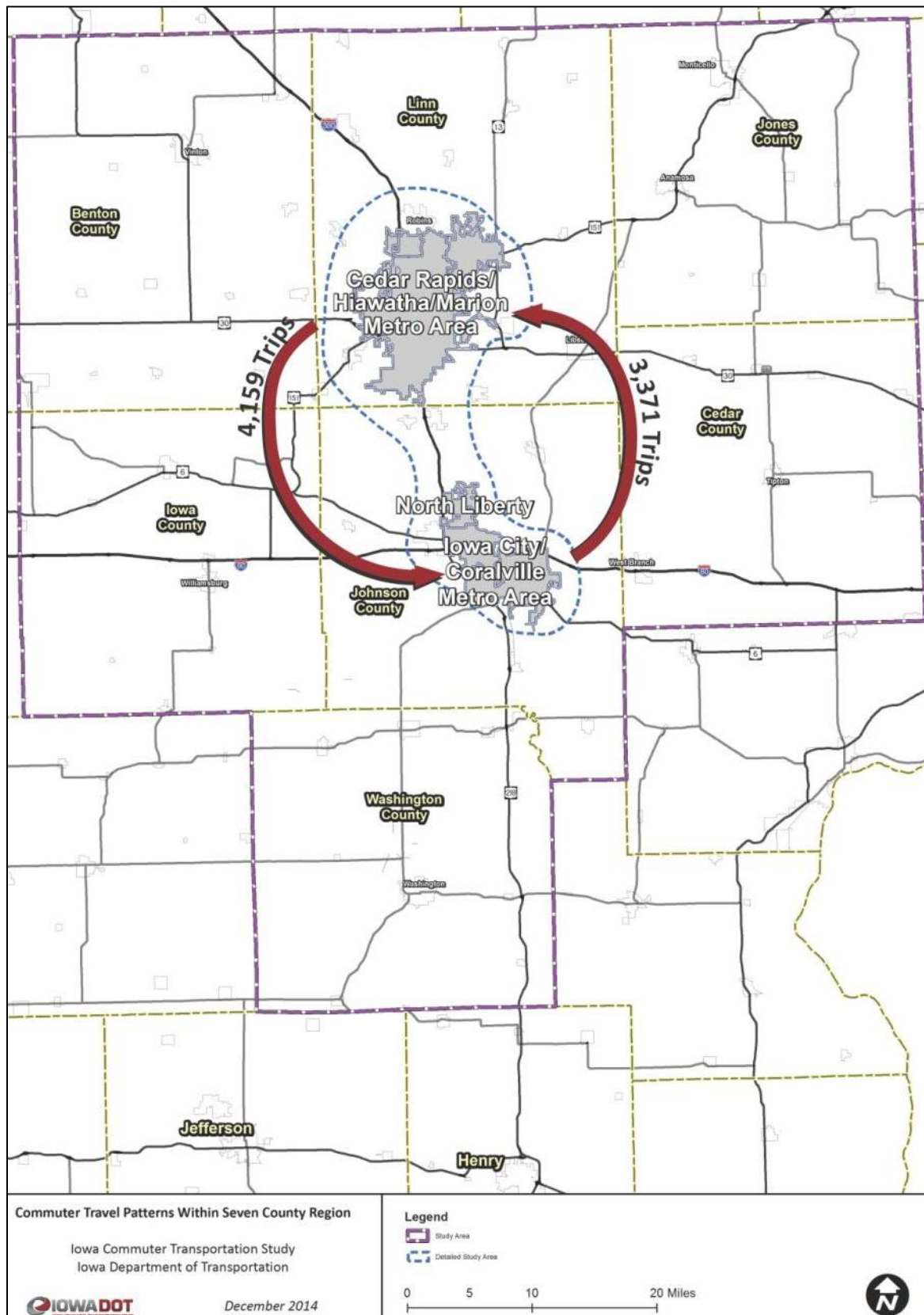


Table 2.11: Major Origins and Destinations

Origins & Destinations		Destinations										
		Total Origin Trips	Benton County	Cedar County	Iowa County	Iowa City, Coralville	North Liberty	Johnson County	Jones County	Cedar Rapids, Hiawatha, Marion	Linn County	Washington County
Origins	Iowa City, Coralville	45,057	20	195	24	38,585	669	2,867	14	2,267	219	197
	North Liberty	6,273	0	44	0	3,841	810	324	15	1,104	125	10
	Rural Johnson County	16,000	8	98	52	8,326	767	3,449	54	2,885	294	67
	Cedar Rapids, Hiawatha, Marion	81,400	374	49	69	3,624	535	526	356	71,542	4,300	25
	Rural Linn County	22,832	206	28	14	1,059	157	219	240	15,880	5,029	0
	Benton County	11,245	4,815	8	109	197	89	65	4	5,261	697	0
	Cedar County	7,929	0	4,341	0	1,930	66	236	142	924	286	4
	Iowa County	5,394	103	18	2,866	1,376	84	205	0	616	92	34
	Jones County	9,012	20	101	4	308	19	38	5,464	2,608	450	0
	Washington County	7,994	0	4	8	2,464	85	555	19	232	8	4,619
	Total	213,136	5,546	4,886	3,146	61,710	3,281	8,484	6,308	103,319	11,500	4,956

Source: U.S. Census Bureau, American Community Survey 2006-2010 5-year samples

Shaded cells indicate the trip interchanges that are of primary significance to the I-380 corridor.

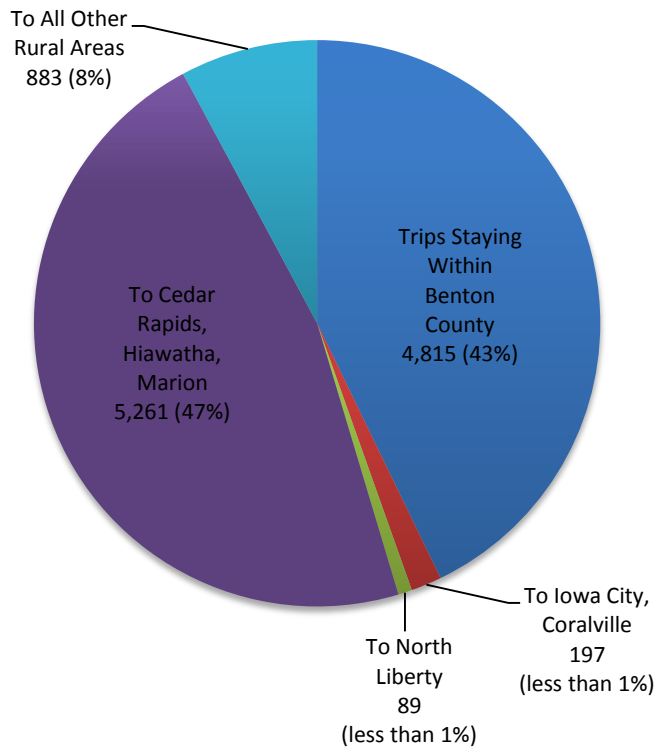
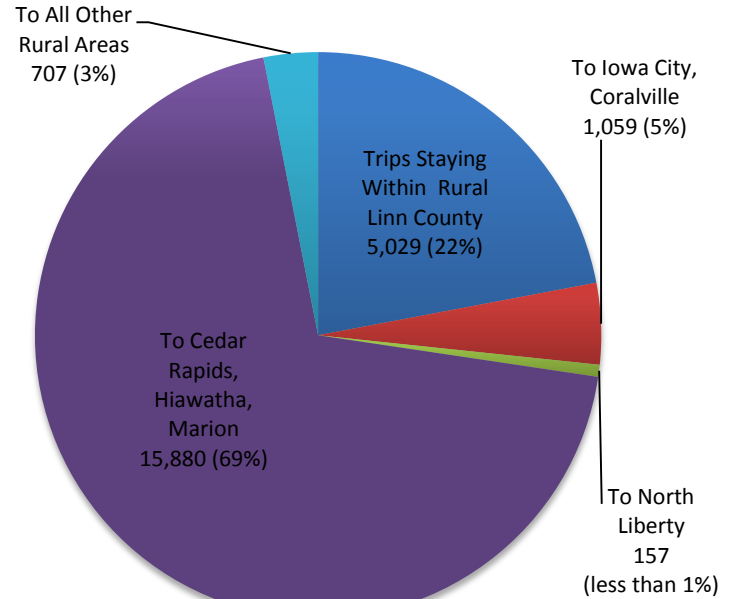
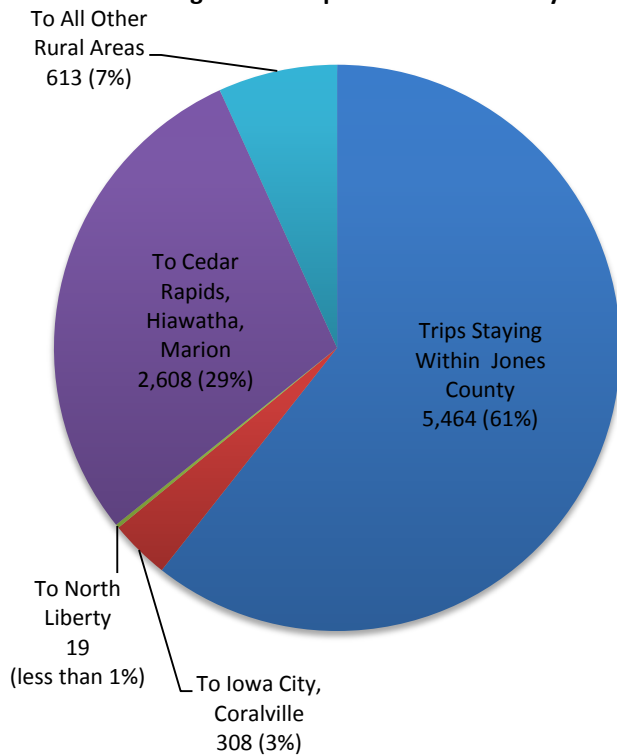
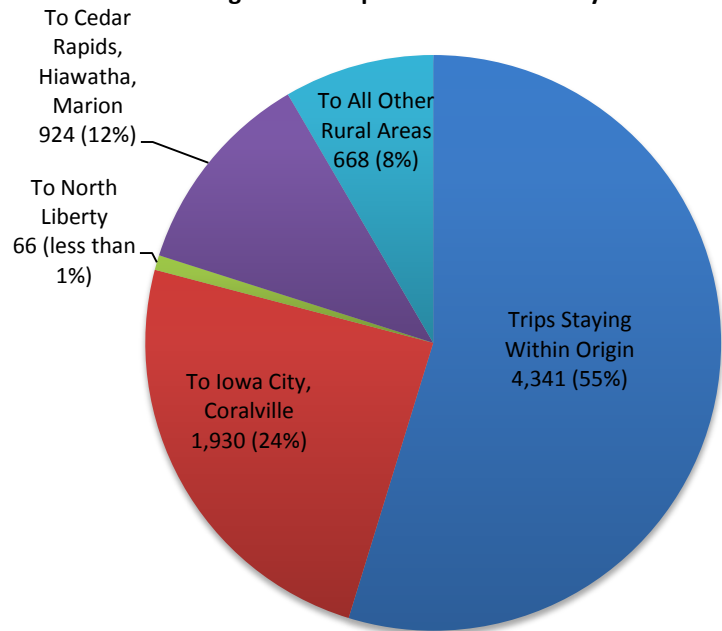
Figure 2.6: Trips from Benton County

Figure 2.7: Trips from Rural Linn County

Figure 2.8: Trips from Jones County

Figure 2.9: Trips from Cedar County


Figure 2.10: Trips from Rural Johnson County

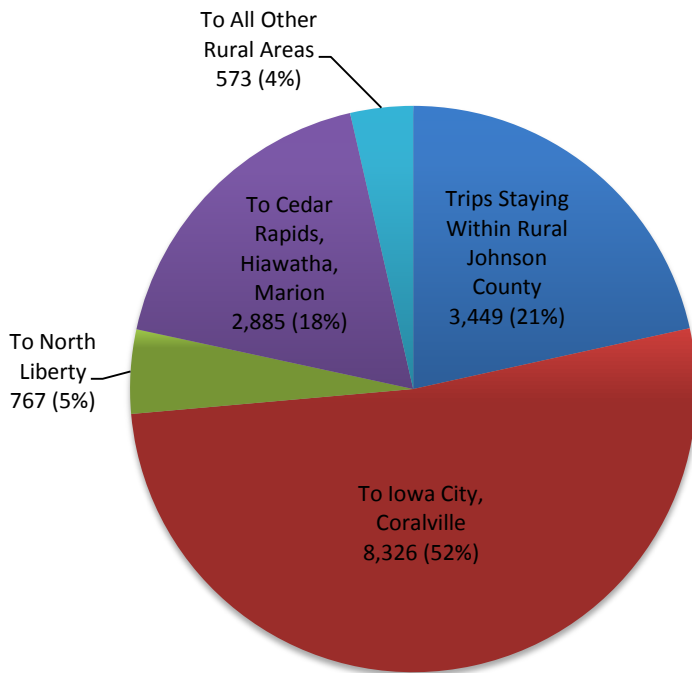


Figure 2.11: Trips from Washington County

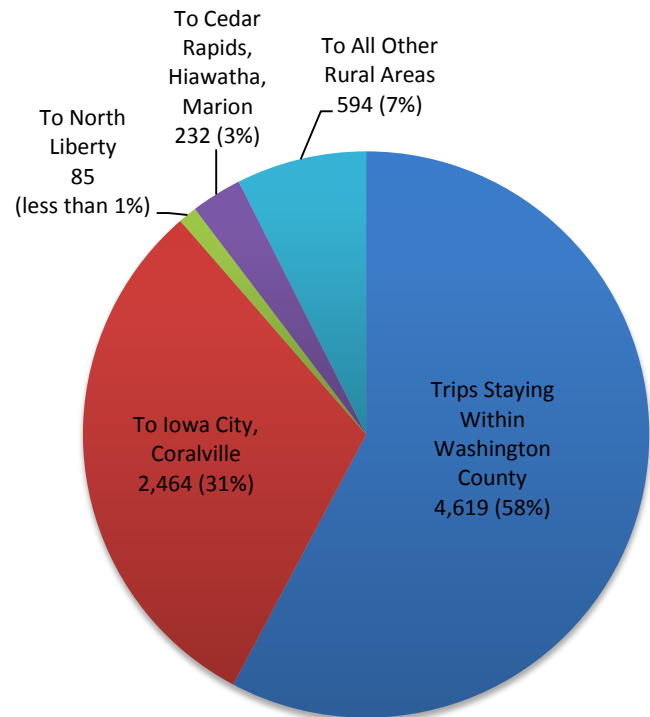
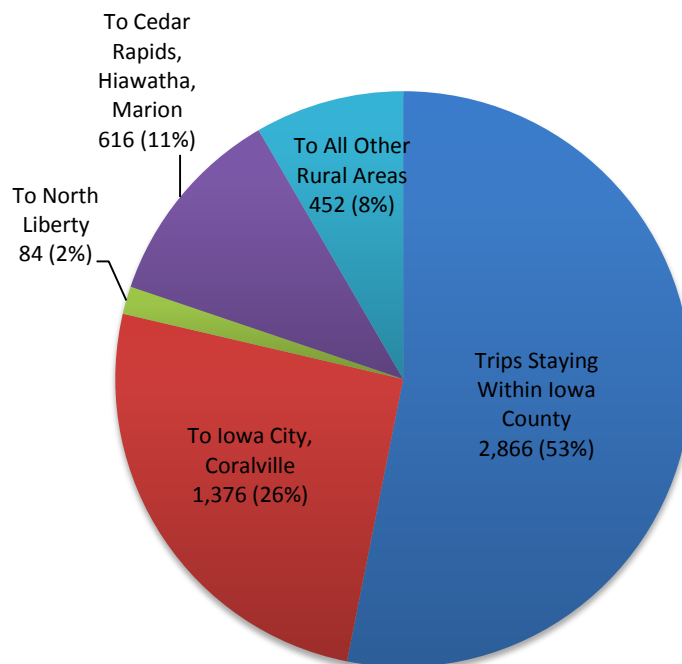


Figure 2.12: Trips from Iowa County



2.3 Survey #1: Needs

As part of the ICTS process, an electronic survey was conducted to better understand the commuter transportation needs related to work trips in the study area. The survey was available from September 15 through October 12, 2014, and 619 surveys were completed. Two results worth noting include: 61 percent of respondents indicated they might use a form of public transportation-carpool/vanpool, public bus transportation. 86 percent of respondents said they may be willing, depending of the type of revenue generating approach, to support a future increase in public funding for inter-regional public transportation improvements. Survey #2, Public Transportation Alternatives was completed to evaluate options and is summarized in **Section 2.4** on page 32. For a detailed breakdown of Survey #1 results, see **Appendix A**.

Other key highlights of the survey results include:

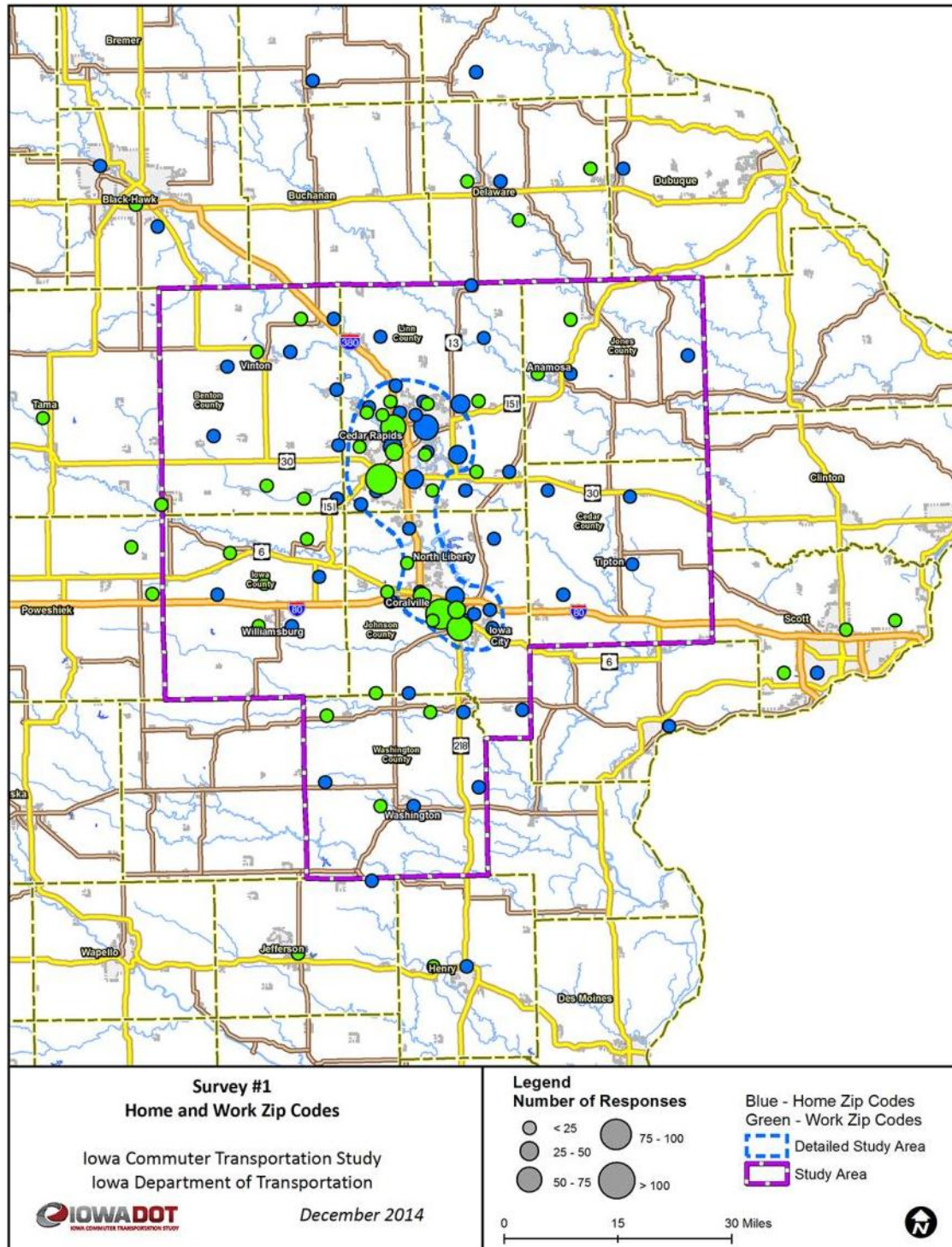
- 89 percent of respondents commute alone to work.
- 82 percent of respondents work a traditional Monday through Friday 8 am to 5 pm schedule.
- 63 percent of respondents travel 21 or more minutes in their commute.
- 40 percent of respondents travel 21 miles or more every day.
- Increased congestion and safety are the top two existing transportation concerns.
- 93 percent of respondents think improvements are needed to the I-380 corridor.
- 57 percent of respondents indicated they would use public transportation options if there were more convenient options available.
- 40 percent of respondents indicated an increase in the price of fuel would cause them to use public transportation options.
- 45 percent of respondents indicated that improved frequency was a critical factor in their likelihood to use public transportation options.
- 61 percent of respondents have access to free parking at their place of employment.
- 65 percent of respondents would be willing to by \$7 or less for daily round trip service between Cedar Rapids and Iowa City.
- 85 percent of respondents have two or more people of legal driving age and two or more cars in their household.

The following pages provide a summary of the Survey #1 responses.

2.3.1 Home and Work Location

Home and work zip code locations are identified in **Figure 2.13** below. Although people live throughout the study area, shown by the dotted purple line, the ZIP codes with the highest density of home and work locations are within the primary study area, shown by the dotted blue line.

Figure 2.13: Home and Work Zip Codes



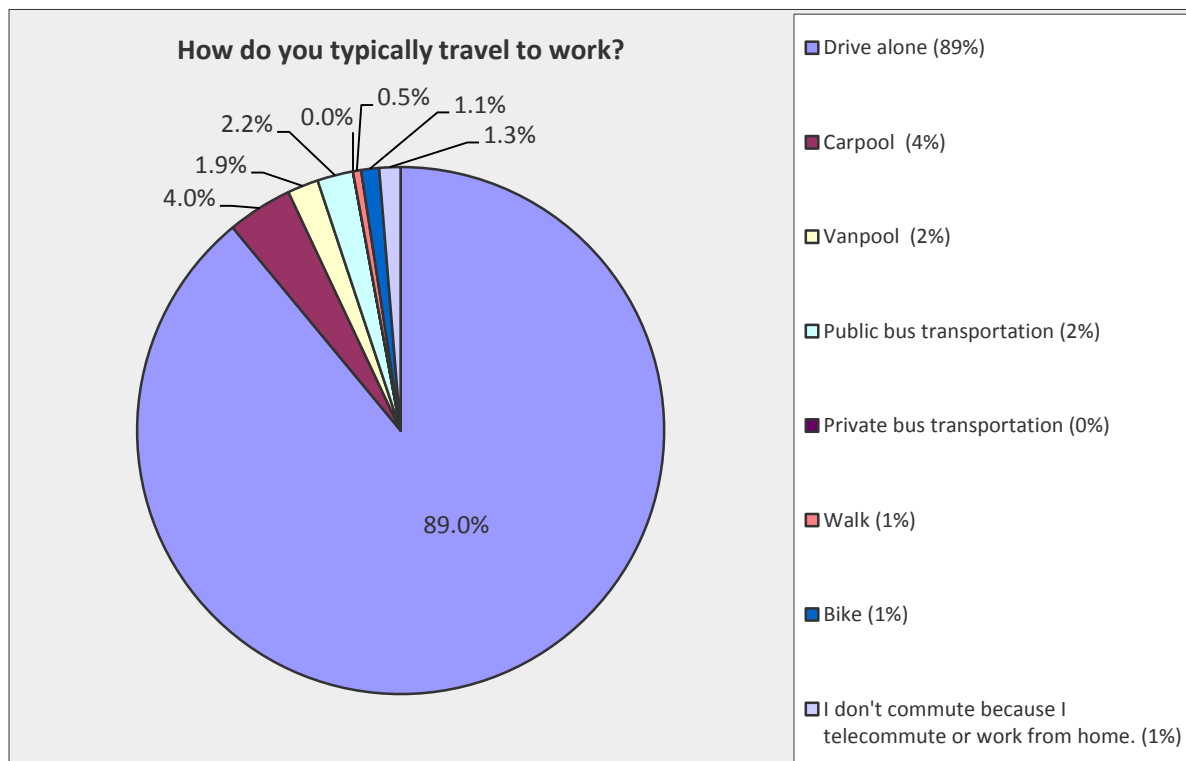
Reponses to the survey covered 66 different ZIP Codes. The top ZIP Code response areas with 40 or more responses were:

Home—52317 (166), 52402 (56), 52404 (48), 52403 (41), 52302 (40) Work—52404 (100), 52242 (80), 52402 (66), 52240 (64) 522401 (46), 52241 (40).

2.3.2 Travel to Work

As shown in **Figure 2.14** below, a majority of the individuals that responded to the survey work Monday through Friday, 8am to 5pm, and drive alone. 89 percent of respondents drive alone with 82 percent making that drive during the standard work week. Of those that do use alternative transportation options, carpooling is the most used mode. 63 individuals, or 13 percent, stated they have used alternative means of transportation but do not use currently; 9 percent are regular users of alternative transportation options, 5 percent use 2-4 times per week and 6 percent use 1-2 times per month.

Figure 2.14: Home and Work Zip Codes



2.3.3 Travel to Time to Work

Over half of the respondents listed their daily drive to work as taking more than 20 minutes, with 35 percent taking over half an hour. In mileage, 40 percent of the people drive over 20 miles to work each way. Most individuals do not make any stops on the way to work. If they do, the reasons are typically to drop children off or to run errands.

Figure 2.15: Travel Time to Work

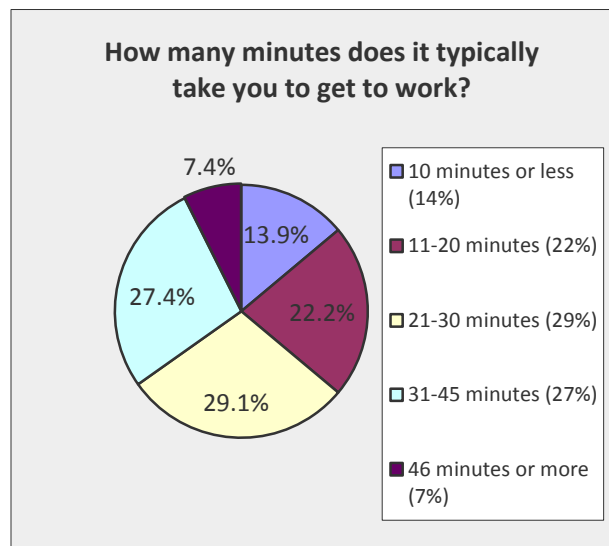
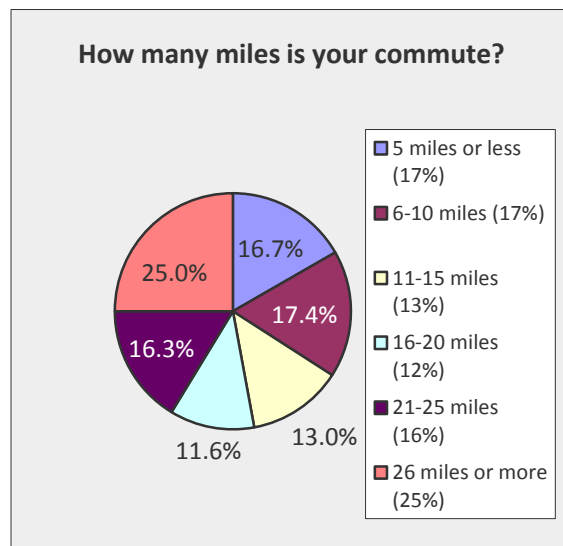


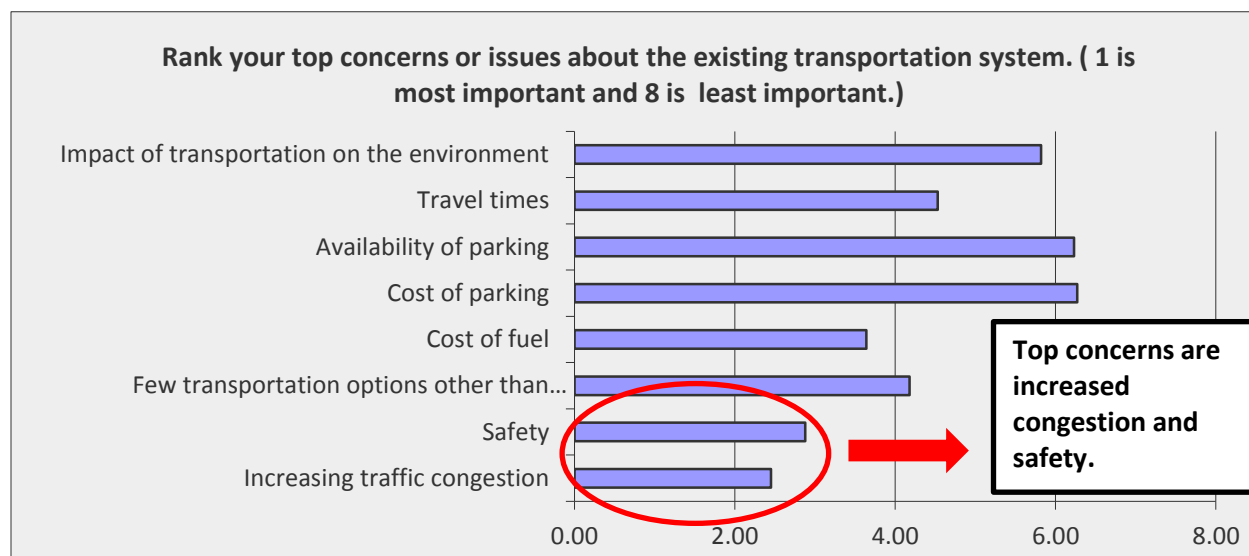
Figure 2.16: Commute Miles



2.3.4 Concerns with Existing Transportation System

When asked to rank top concerns about the existing transportation system, “Increasing traffic congestion,” was ranked number one by 37 percent of respondents; 64 percent ranked this as either the number 1 or 2 concern. “Safety” followed as the second top concern with 28 percent listing as a number one concern and 26 percent ranked as the number two concern.

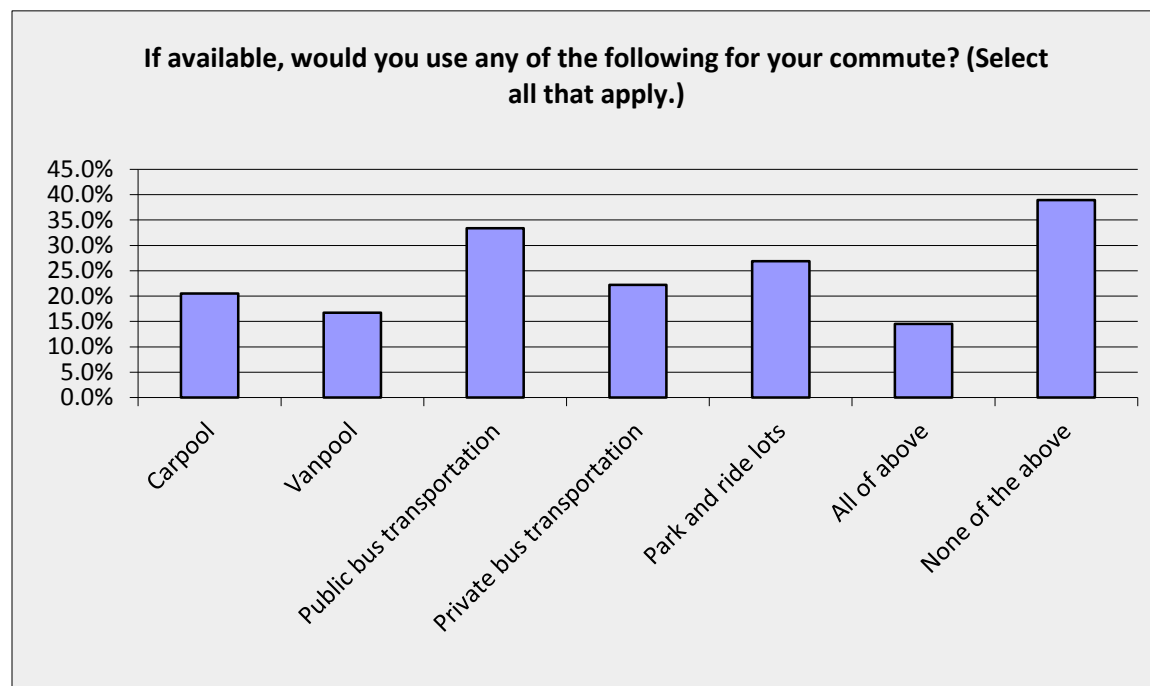
Figure 2.17: Concerns with Existing Transportation System



2.3.5 Means of Transportation to Work

When asked to identify other concerns not listed above, respondents indicated that they would like to see improved public transportation, more affordable transportation and better bus schedules and routes to accommodate those in rural areas. A number of respondents would also like to see better bicycle routes.

Figure 2.18: Means of Transportation to Work



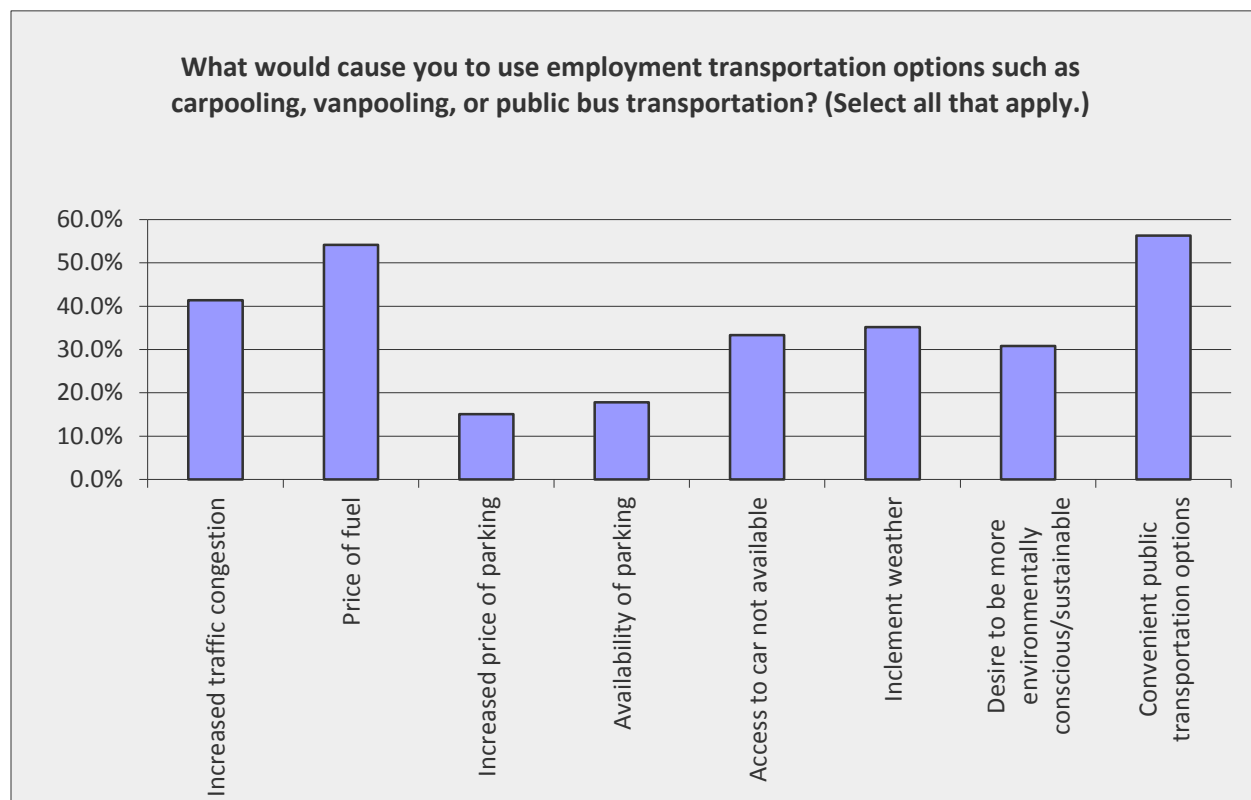
Approximately 93 percent of respondents agree that there is a need for commuter transportation improvements along the I-380 corridor. A third of those surveyed said they would use public bus transportation, 22 percent would take advantage of private buses and 20 percent would carpool; while these numbers may seem low compared to those who prefer to drive alone, even a 10 percent mode split for public transportation options would be significant in the corridor.

Another alternative the public would like to see is lane/capacity expansion, with 70 percent of responders interested in this improvement. Approximately 70 respondents noted that they would like to see a train/passenger rail or light rail type of option.

2.3.6 Transportation Choices

Two of the primary motivators that would encourage people to use public transportation are the “convenient public transportation options” and the “price of fuel”. Over half of the respondents chose these options, along with 42 percent choosing “increased traffic congestion” as a reason to use commuter transportation services.

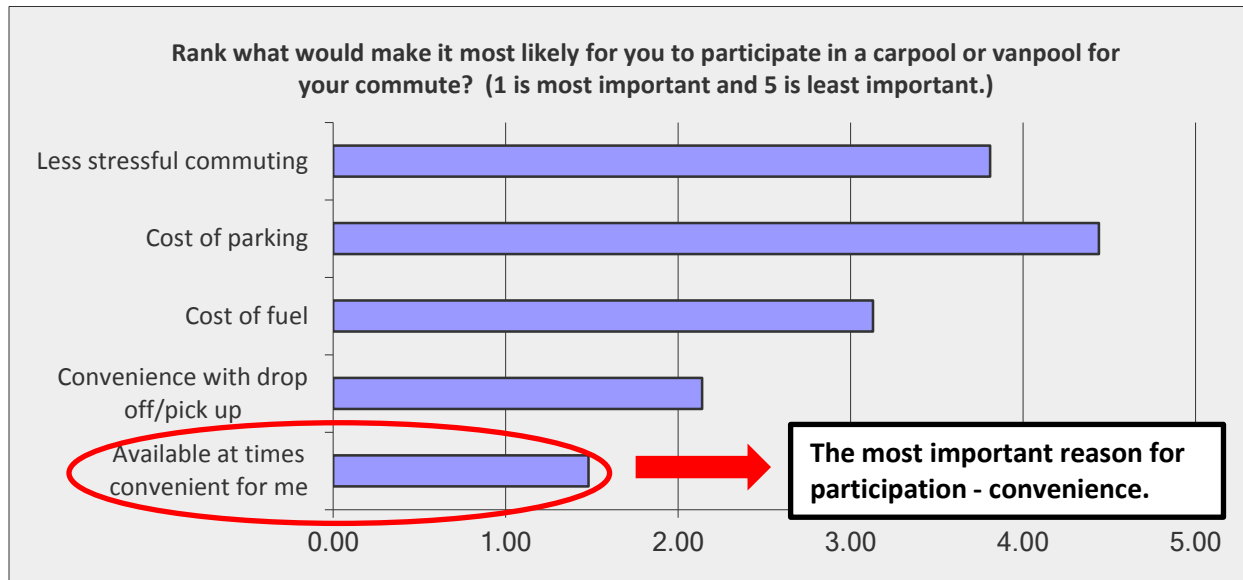
Figure 2.19: Reasons to Consider Transportation Options



2.3.7 Vanpool and Carpool Options

Convenience is the most important factor when it comes to vanpool and carpool options. Improved frequency was identified an important factor followed by more convenient drop off/pick up locations.

Figure 2.20: Reasons to Consider Carpool or Vanpool



2.3.6 Cost of Service and Financing Options

In terms of cost, most respondents indicated they would be willing to pay less than seven dollars for a daily round trip on an inter-regional commuter service between Cedar Rapids and Iowa City. Approximately 10 percent are willing to pay more than nine dollars for the daily round trip. Depending on the approach, 86 percent of respondents are supportive of increasing public funding for public transportation improvements in the corridor.

Figure 2.21: Cost for Public Transit Service

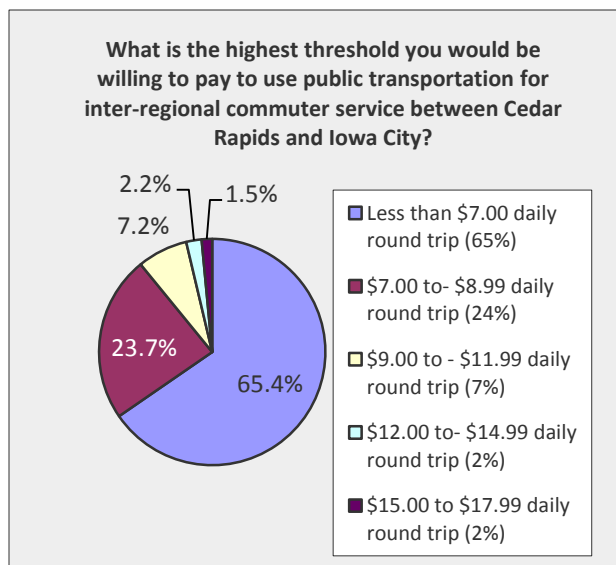
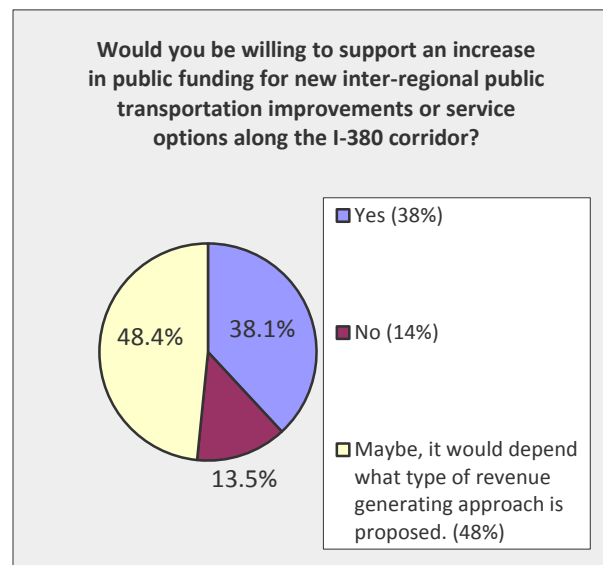


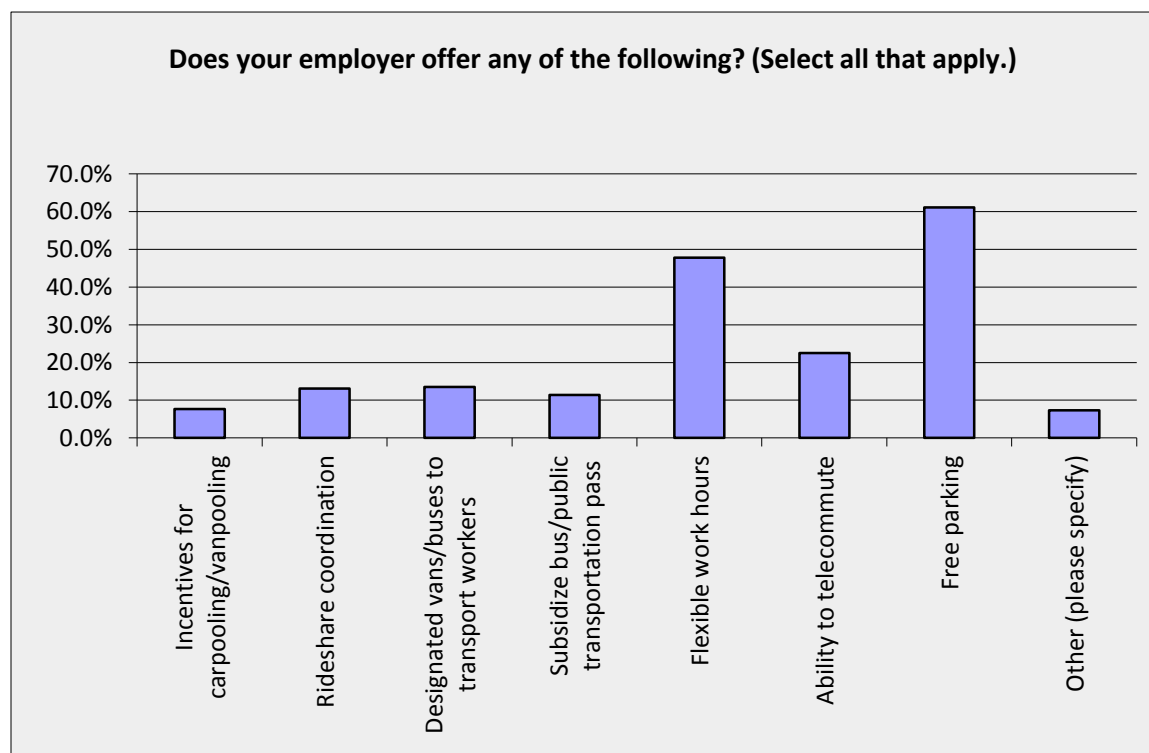
Figure 2.22: Support for Increase in Public Funding



2.3.8 Employer Provided Options

Currently, many employers do not offer commuter transportation options to help get their employees to work. More than 60 percent of employers offer free parking and 48 percent offer flexible work hours so employees can avoid peak traffic periods. Most employees take advantage of the free parking and flexible work hours, as well as telecommute. Most individuals that selected “Other” stated their employers did not offer any of the listed options or they work from home.

Figure 2.23 Employer Options



2.3.9 Additional Comments

Respondents were asked to provide further comments regarding transportation in Johnson and Linn Counties. Respondents noted generally see that there is a need to move forward with more transit options, with many commenting that they would like to see a light rail or passenger rail. Respondents also wanted options that are convenient in terms of time and location.

Another reoccurring theme was that respondents want I-380 to be a safer route to travel. There were several comments that noted the speed of other motorists on the highway as well as unsafe activities such as texting and driving.

2.4 Survey #2: Potential Service Options

A second electronic survey was conducted to evaluate what service improvements respondents would likely use to address transportation needs identified in the first survey. The survey was available from October 22 through November 18, 2014, and 339 surveys were completed. Two results worth noting include: Just over 63 percent of respondents would use public bus for their commute. Almost 56 percent of respondents would use a public vanpool or carpool for their commute. For a detailed breakdown of Survey #2 results, see **Appendix B**.

Other key highlights of the survey results include:

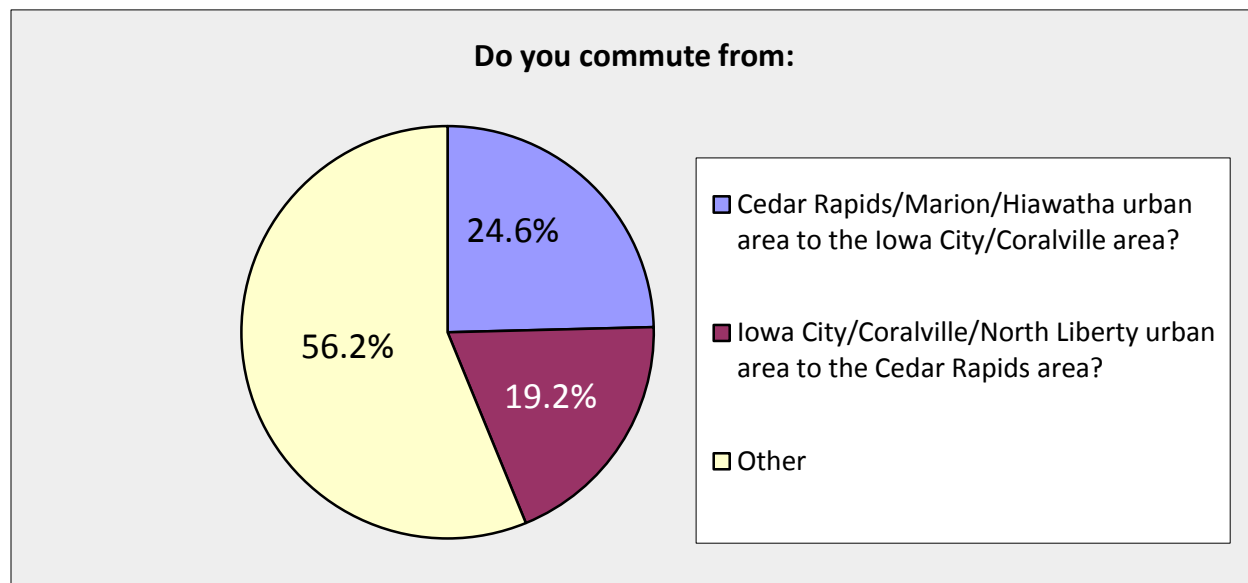
- Over half of respondents commute between the Cedar Rapids/Marion/Hiawatha urban area to the Iowa City/Coralville/North Liberty urban areas.
- Just over 53 percent of respondents use I-380 as their primary commuter route.
- Just over 35 percent of respondents said that fuel cost was not a consideration that would make them more likely to use public transportation options.
- Almost 24 percent of respondents reported a 15 minute additional traffic delay would cause them to consider public transportation options.
- Just over 37 percent of respondents noted they would not be likely to take public bus transportation options due to concern with being limited to a fixed schedule. For public vanpool and carpool options, the percentage was just below 36 percent with concern for fixed schedules.
- For public bus transportation, over 40 percent of respondents preferred a minimum service frequency of ½-hour in the a.m. and p.m. peak with provisions for a guaranteed ride home program.
- Just over 50 percent of respondents would be willing to accept a minimal increase in travel time using public transportation for their commute.
- Just over 30 percent of respondents would be willing to travel ½ to 1-mile to access public transportation while just over 26 percent would be willing to travel 1 to 3-miles.
- Just under 38 percent of respondents would be willing to walk ¼-mile to ½-mile to their destination from a drop off point while just over 35 percent would be willing to walk less than ¼-mile.
- If the final destination was not within walking distance, just over 46 percent of respondents would be willing to transfer to a local transit service to access their final destination.

The following pages provide a summary of the Survey #2 responses.

2.4.1 Commuting Patterns

56 percent of survey respondents commute between the Cedar Rapids/Marion/Hiawatha and Iowa City/Coralville/North Liberty urban areas. Slightly more commuter trips originate in the Cedar Rapids/Marion/Hiawatha urban areas.

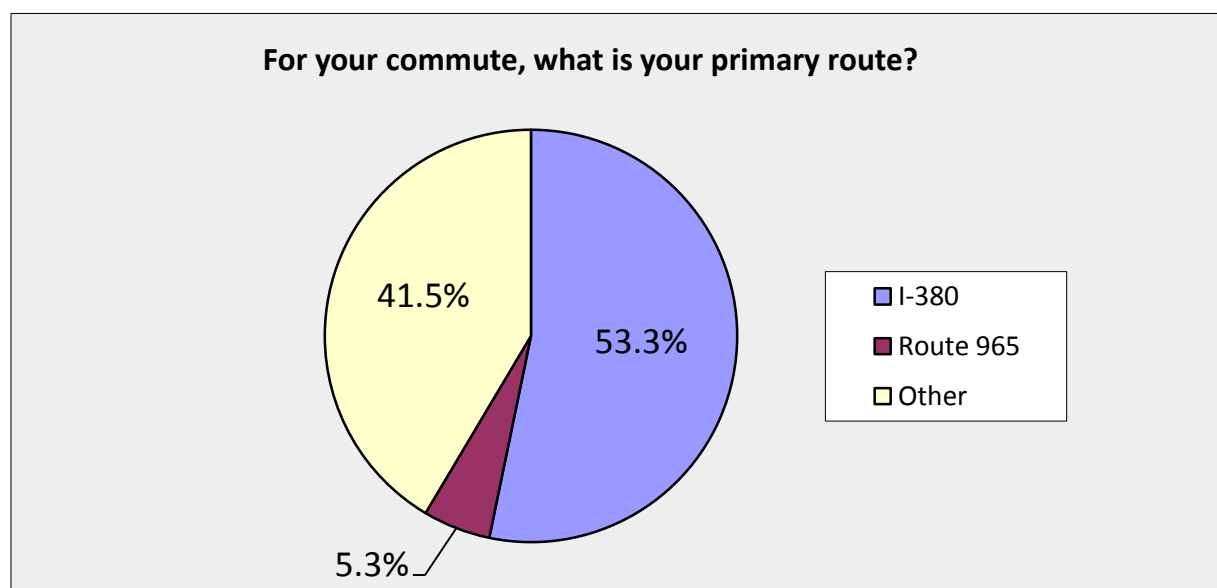
Figure 2.24: Commuting Patterns



2.4.2 Primary Commute Route

Just over 53 percent of respondents identified I-380 as their primary commuter route while just over 41 percent identified Route 965. All other routes accounted for less than 5 percent of responses.

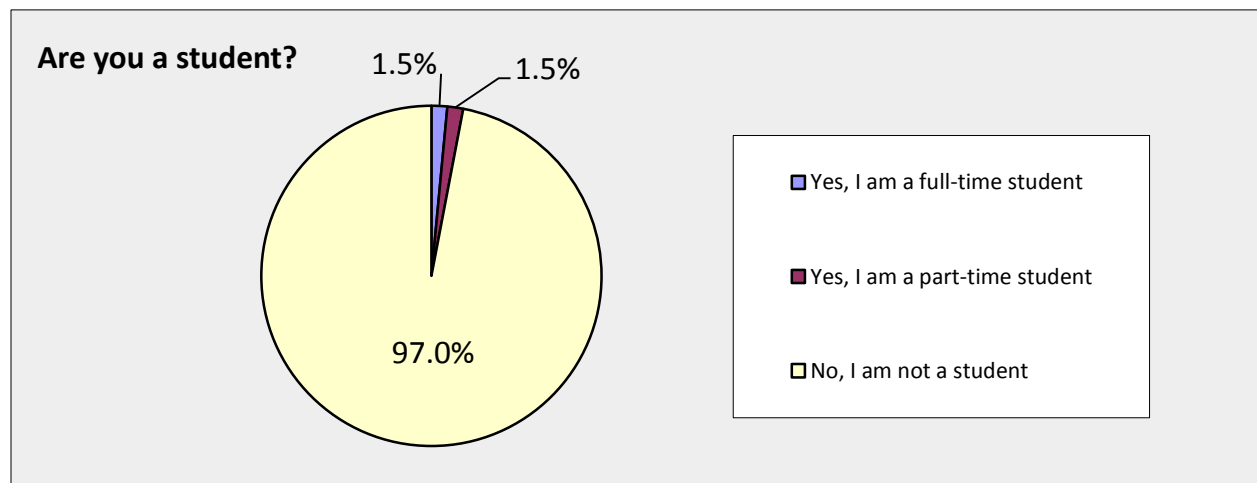
Figure 2.25: Primary Commute Route



2.4.3 Student Commuters

Only three percent of respondents identified themselves as students. This percentage was split evenly between full time and part time students. Of these students, just over 55 percent attend University of Iowa.

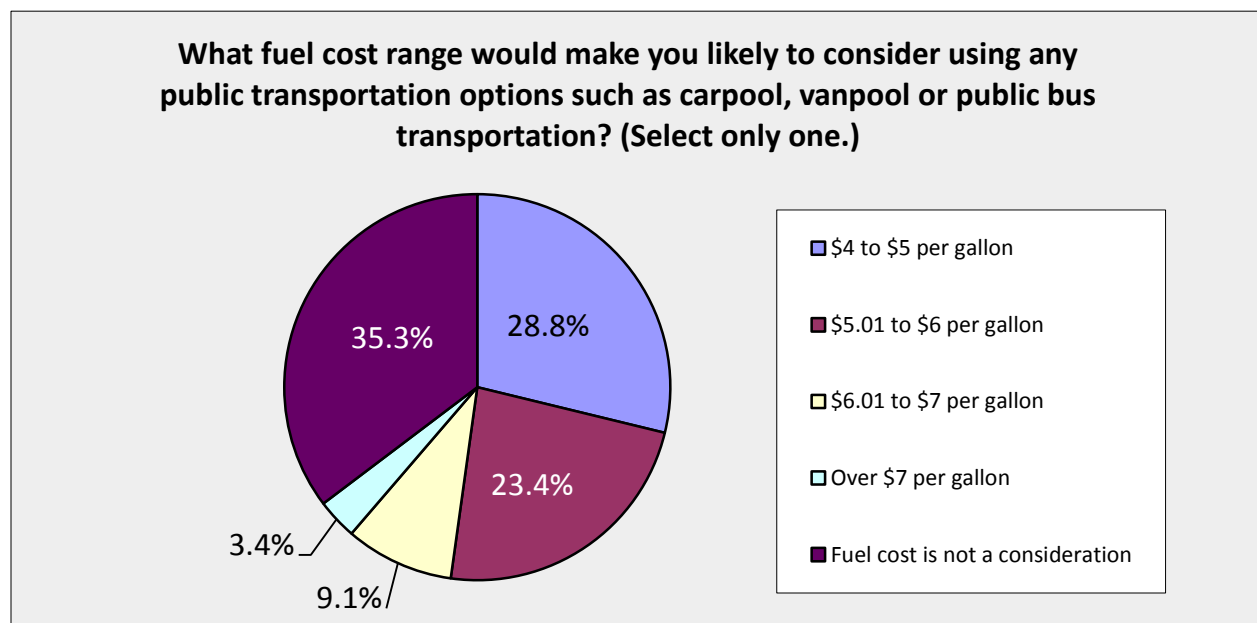
Figure 2.26: Student Commuters



2.4.4 Price of Fuel as a Factor for Considering Public Transportation Options

Just over 35 percent of respondents indicated that fuel cost is not a factor that would make them more likely to consider public transportation options. Almost 29 percent of respondents indicated that they would a price of \$4 to \$5 per gallon would make them more likely to consider public transportation options, while just over 23 percent indicated that \$5.01 to \$6 per gallon would make them consider public transportation options.

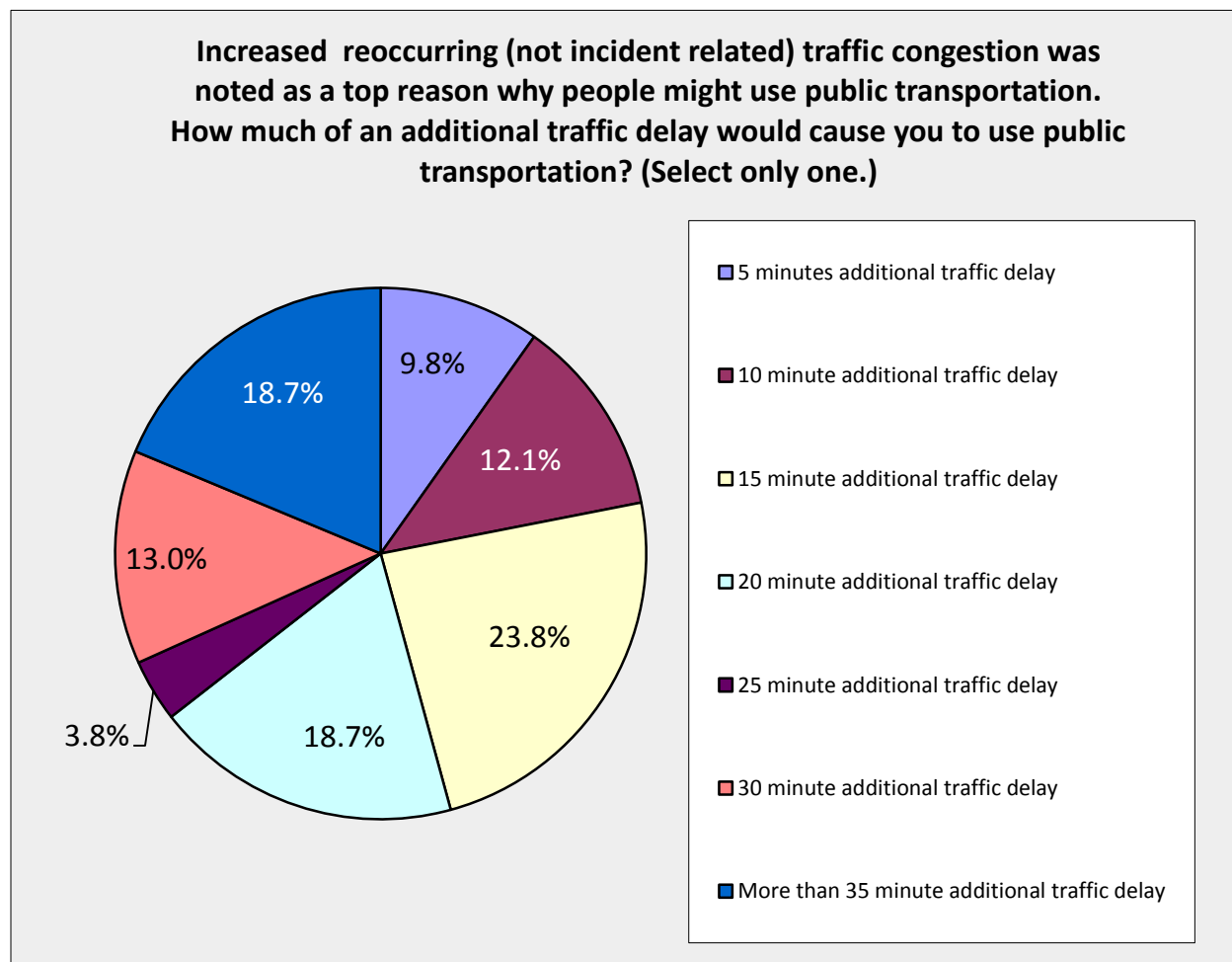
Figure 2.27: Price of Fuel



2.4.5 Congestion as a Factor for Considering Public Transportation Options

Frequency of recurring congestion can be another key reason for individuals to consider public transportation options. Recurring congestion occurs during peak travel periods for a simple reason – the number of vehicles trying to use the highway system exceeds the available capacity. This does not include nonrecurring traffic such as special events, accidents, etc. Almost 24 percent of respondents identified a 15 minute additional traffic delay would cause them to consider public transportation options.

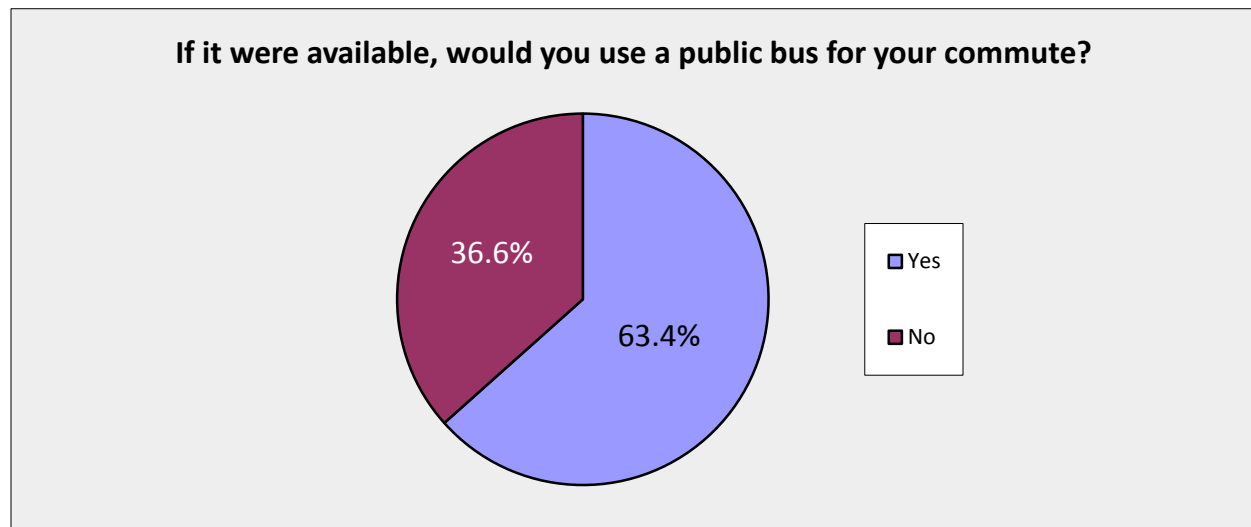
Figure 2.28: Congestion as a Factor for Considering Public Transportation Options



2.4.6 Pubic Bus Transportation

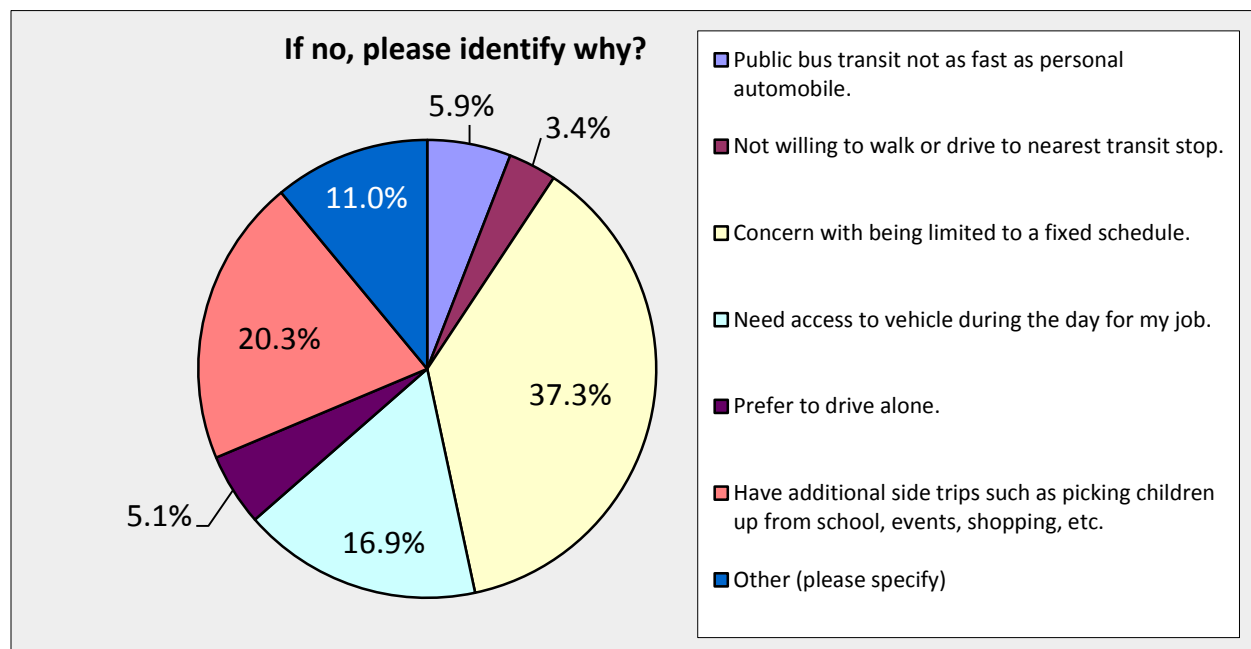
Over 63 percent of respondents would use public bus transportation for their commute. This number is significant and indicates a potential preference for this public transportation mode.

Figure 2.29: Public Bus Transportation Option



For those respondents who indicated they would not consider using public bus transportation for their commute, the most common reason cited was concern with being limited to a fixed schedule followed by the need to make side trips and the need for access to a vehicle during the day. It is important to understand these considerations when designing a service to meet the needs of potential users. Some of these concerns can be addressed through coordination with employers, provisions for a guaranteed ride home and midday service.

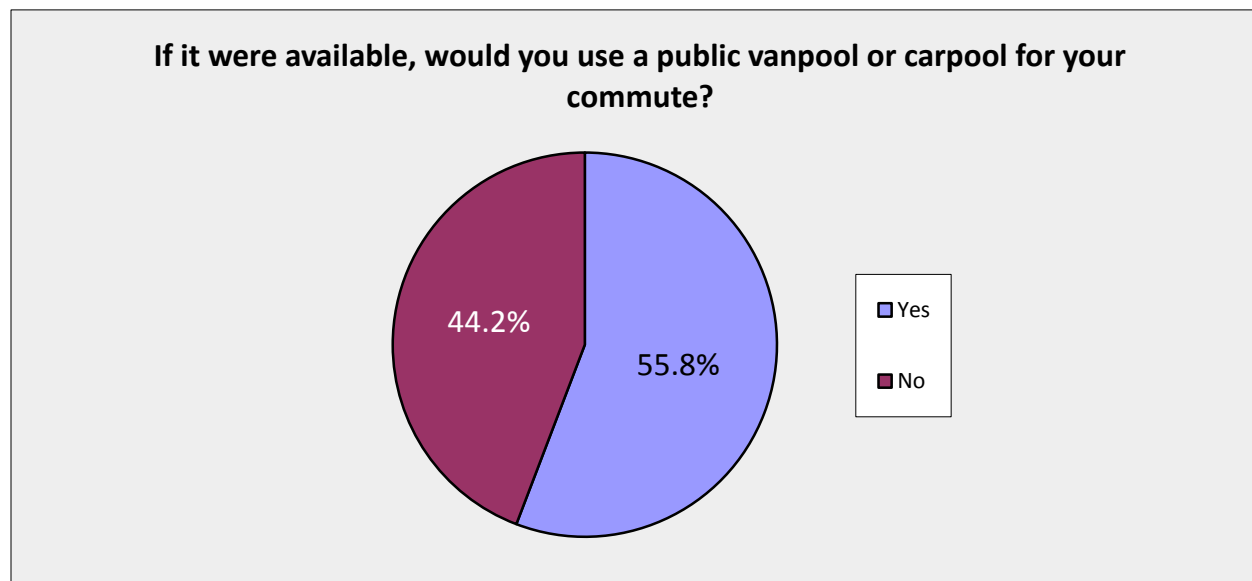
Figure 2.30: Why Would You Not Consider Public Bus Transportation



2.4.7 Pubic Vanpool or Carpool

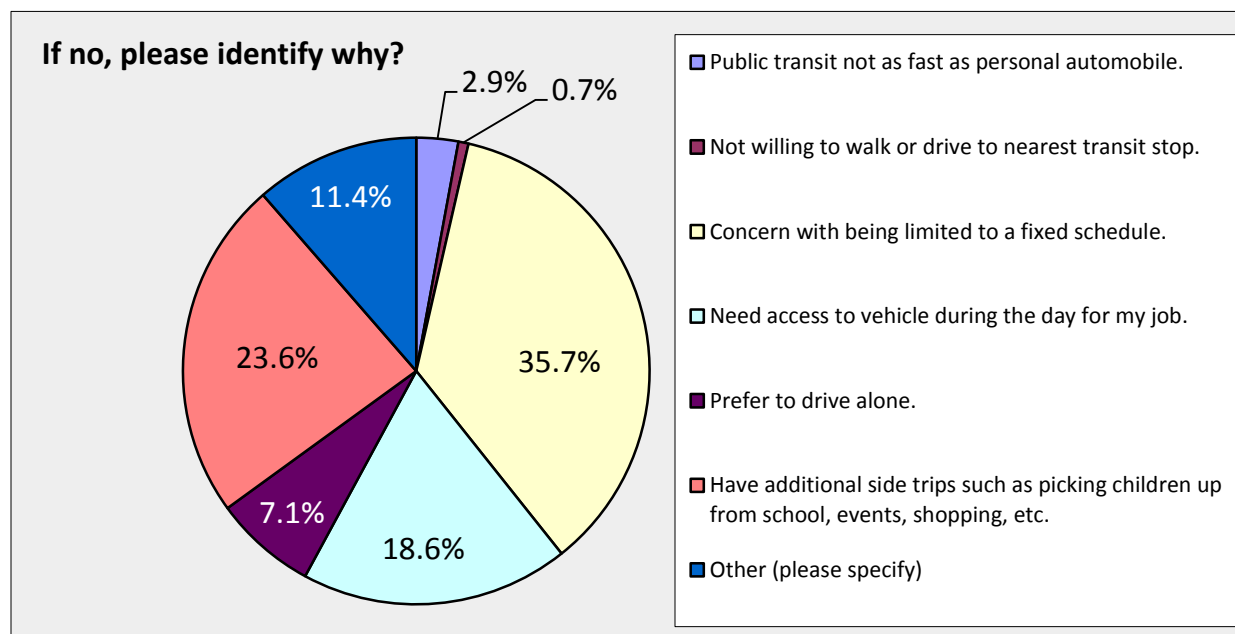
Almost 56 percent of respondents would use a public vanpool or carpool for their commute. Although not as high as public bus transportation, this number is still significant and indicates the potential demand for these types of services.

Figure 2.31: Public Vanpool and Carpool Options



For those respondents that indicated they would not consider using a public vanpool or carpool for their commute. The most common reason cited was concern with being limited to a fixed schedule followed by the need to make side trips and the need for access to a vehicle during the day for work. These reasons are similar to those cited for public bus transportation.

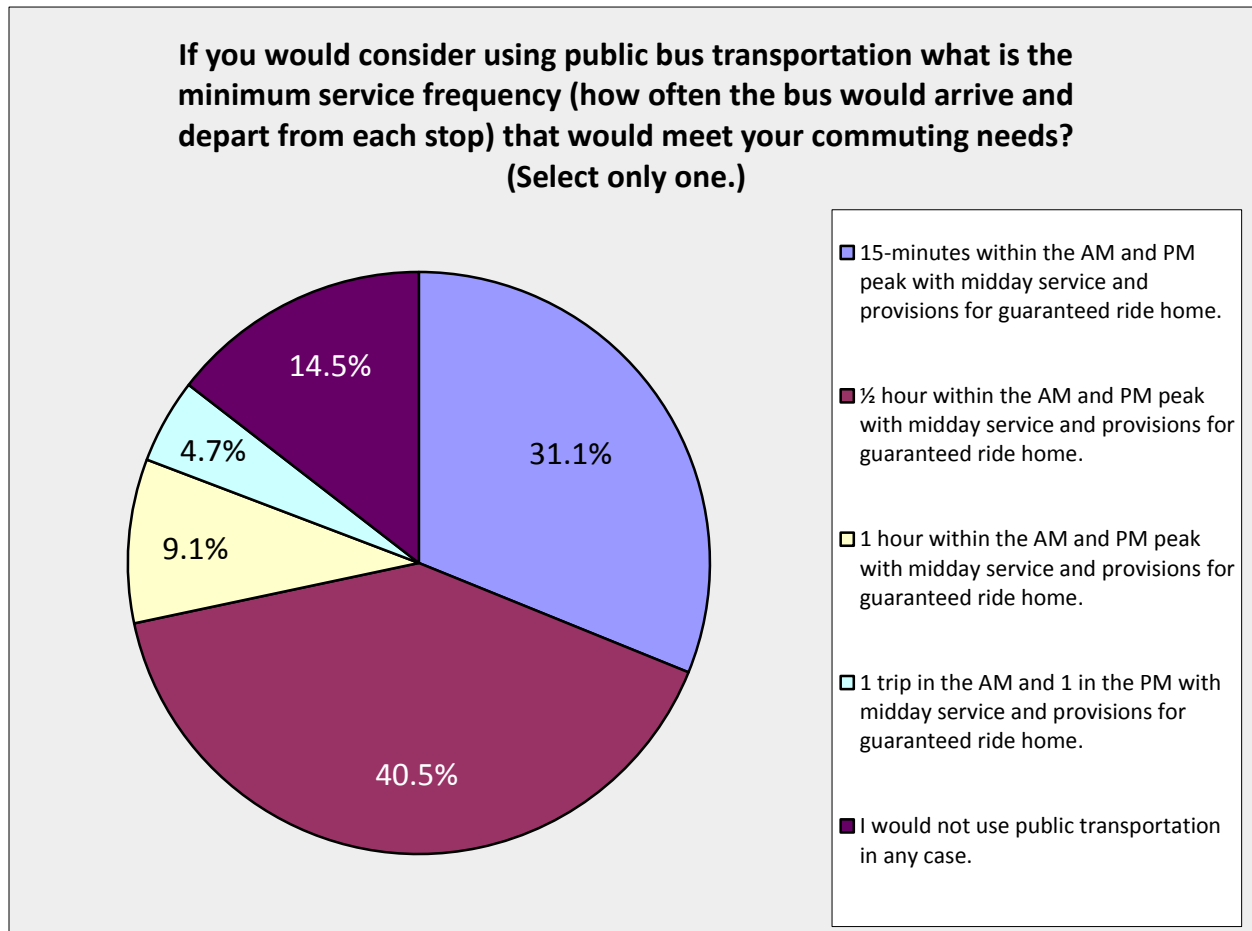
Figure 2.32: Why Would You Not Consider Public Vanpool or Carpool



2.4.8 Desired Service Frequencies

In designing a public transit service, one of the biggest factors in attracting potential riders is frequent service. For public bus transportation, over 40 percent of respondents preferred a minimum service frequency of ½-hour in the a.m. and p.m. peak with provisions for a guaranteed ride home program while just over 31 percent preferred a minimum frequency of 15-minutes in the a.m. and p.m. peak with provisions for a guaranteed ride home program.

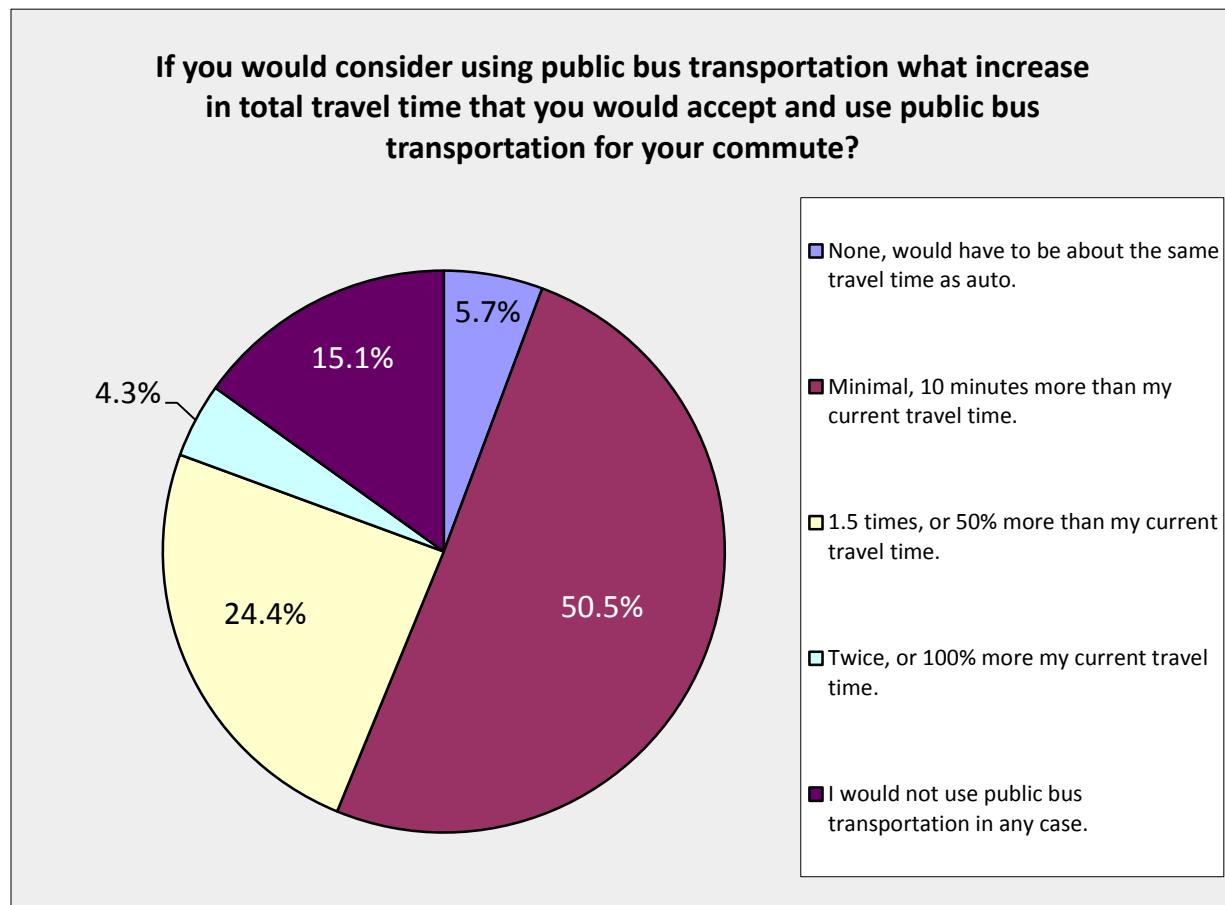
Figure 2.33: Desired Service Frequencies



2.4.9 Additional Travel Time

Travel time is also an important factor in developing an attractive transit service, especially an express commuter service. People generally recognize that public transit service will be slower than the automobile; however, it is still important to minimize travel times to remain competitive. This principle is reinforced locally with the survey results. Just over 50 percent of respondents would be willing to accept a minimal increase in their commute travel time using public transportation, while just over 24 percent would be willing to accept a 50 percent increase in commute travel time.

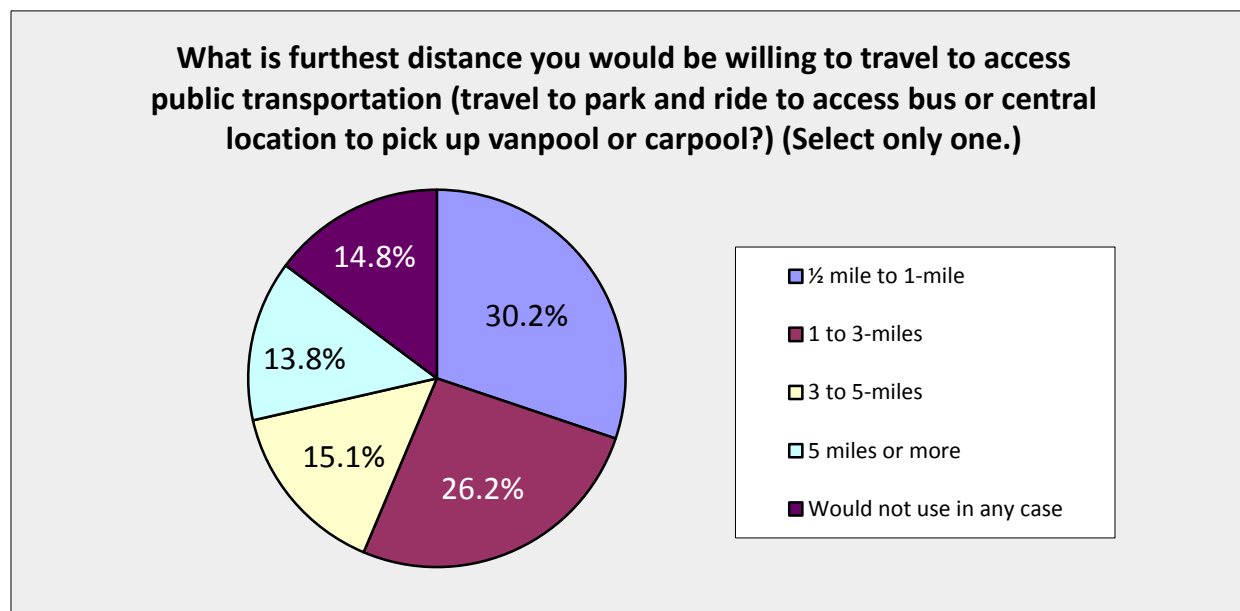
Figure 2.34: Additional Travel Time



2.4.10 Distance to Access Public Transportation

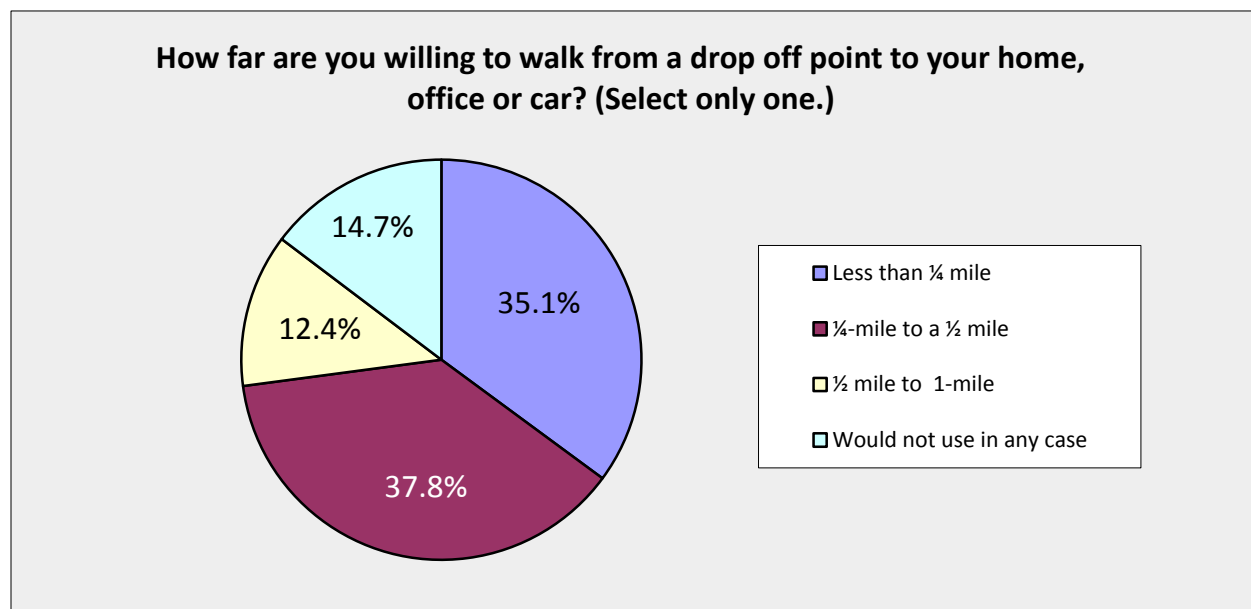
When designing a public commuter transportation service, it is important to identify collection and distribution points that are convenient to the user. Just over 30 percent of respondents indicated they would be willing to travel $\frac{1}{2}$ to 1-mile to access public transportation while just over 26 percent would be willing to travel 1 to 3-miles.

Figure 2.35: Furthest Distance to Access Public Transportation



Just under 38 percent of respondents would be willing to walk $\frac{1}{4}$ -mile to $\frac{1}{2}$ -mile to their destination from a drop off point while just over 35 percent would be willing to walk less than $\frac{1}{4}$ -mile.

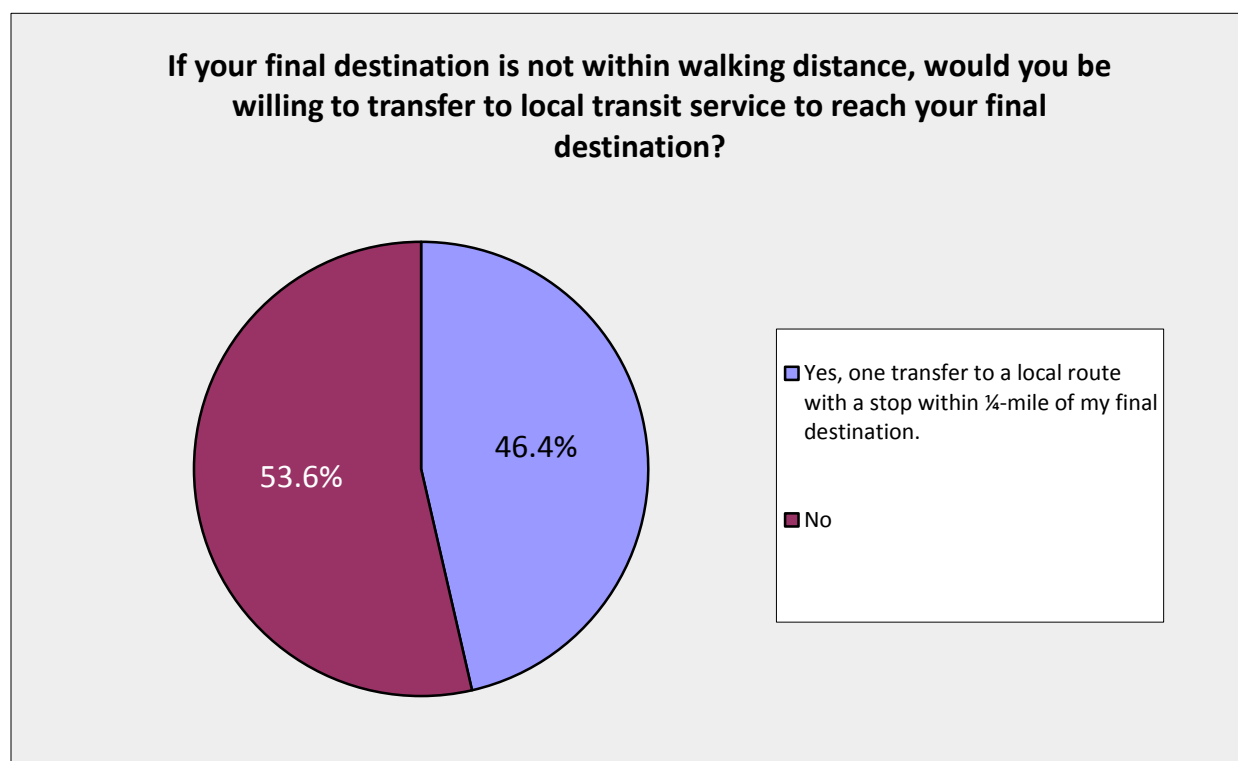
Figure 2.36: Furthest Distance Willing to Walk from Drop Off Point



2.4.11 Transfers to Local Transit Service

In some cases, work or other destinations will not be within walking distance of the final stop location. Therefore, it is important that the public commuter transportation service be designed to maximize stop locations near major employment centers as well as existing public transit hubs. Cedar Rapids, Coralville and Iowa City transit systems all have major hubs that connect to their entire transit network. However, it is also understood that not all users would be willing to transfer to a local service to reach their final destination. If the final destination was not within walking distance, just over 46 percent of respondents would be willing to transfer to a local transit service to access their final destination.

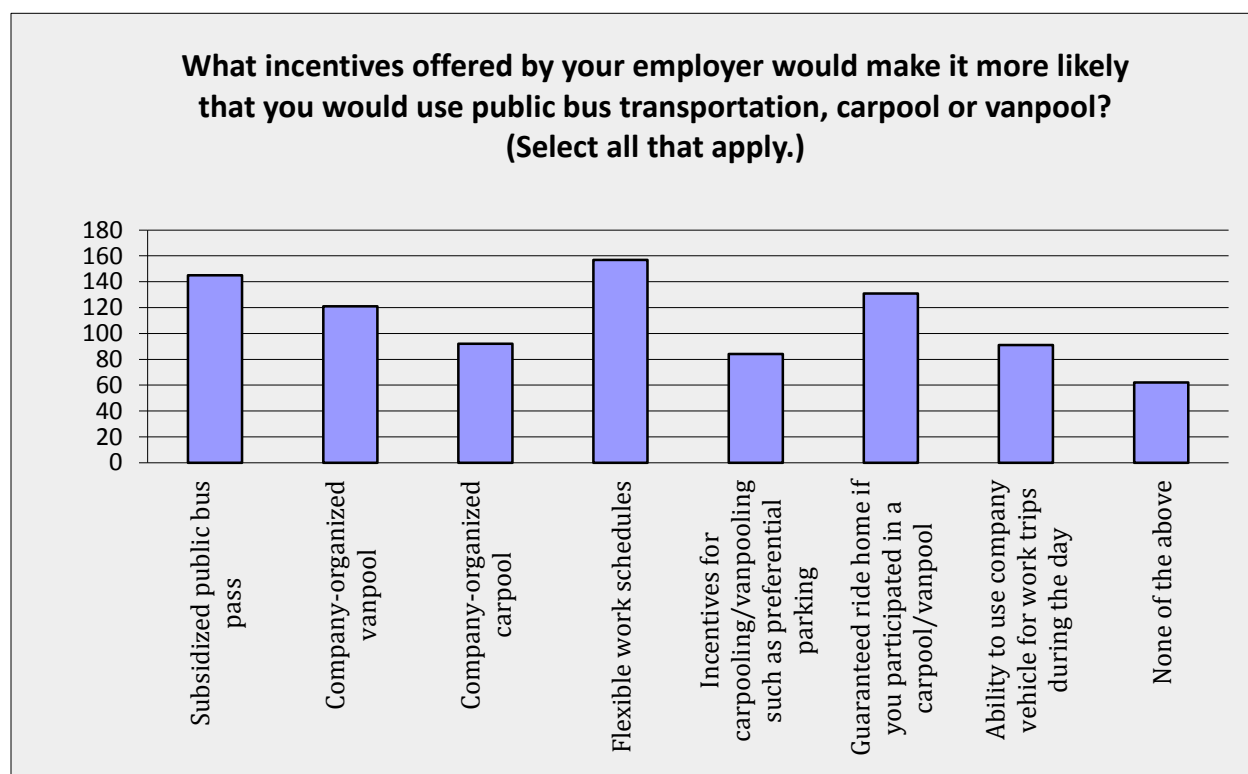
Figure 2.37: Likelihood to Transfer to a Local Transit Service



2.4.12 Employer Incentives

Public-private partnerships are critical to an effective transportation demand management strategy aimed at reducing single-occupancy vehicles and/or the number of vehicles on the roadway during peak periods. Survey #2 results below, as well as stakeholder interviews with major employers (see **Section 2.5** on the following page) confirm that employers and employees are considering the need to address growing congestion. As shown in **Figure 2.38** below, from the employee's perspective, the incentives that are most desirable are flexible work schedules, followed by subsidized public bus pass and guaranteed ride home program with carpool or vanpool.

Figure 2.38: Employer Incentives



2.5 Stakeholder Meetings

Interviews were conducted with major employers and stakeholders to better understand the commuter transportation needs in the study area. Input was received from 15 stakeholders/employers with seven interviews held face to face, seven completed by phone, and two completed online through employer surveys. Although the interviews did not find widespread transportation – related problems, several employers did note that there are issues. Additionally there is a high degree of interest from employers and stakeholders in transportation improvements. Some overall highlights of the results include:

- Most employees drive alone to work and there is not a general perception that alternative transportation options are needed.
- Most employers offer free parking but do not offer alternative transportation options. Several employers do provide benefits such as reduced cost bus passes.
- Employers in the urban areas cited fewer transportation issues than those in more rural locations because of good access to the labor market and the presence of transit service.
- This study focuses on commuter transit needs but it was expressed that others such as hospital patients, retail shoppers, students, etc. may be interested in transit options.
- The University of Iowa has an internal commuter program that addresses employee commuting issues. The University's vanpool program is limited to employees; the students are not eligible to participate.
- Many organizations interviewed have employees working during two or three shifts, which complicates transportation.
- Medical institutions especially cite irregular shifts, mandatory overtime and flexible hours as complicating factors.
- As employers are growing and the unemployment rate is decreasing, some employers cite transportation challenges as a factor in recruiting qualified applicants and retaining employees.
- Large employers located in rural areas cite transportation issues with recruiting and retaining employees especially in lower wage classifications. Limited access to employee markets and the relatively high cost of commuting create these issues.

2.6 Summary of Transportation Needs

The following section provides a summary of transportation needs based on the factors affecting work trip demand (demographics, commuter travel demand), survey responses, stakeholder input as well as discussions with the Advisory Group. Transportation needs are sometimes difficult to identify because some needs are subjective and related to expectations and objectives. For example, a need resulting from severe congestion on a facility is apparent and can be quantified, especially if the jurisdiction has a policy regarding LOS on the facility. However, needs that relate to mobility options, alternative transportation modes (e.g., public transportation) and economic opportunity for population subgroups (e.g., persons with disabilities) are sometimes not as apparent, and are difficult to quantify. To assess transportation needs the following need categories were developed and cover the perspectives of commuters, employers and the community in general. These objectives and expectations for the I-380 corridor were the basis for needs statements as follows:

- **I-380 Congestion and Safety**
 - The traffic operations analyses completed as part of the *I-380 Rural Corridor Feasibility Study* for the 2020 and 2040 traffic volume forecasts indicate that the rural stretch of the I-380 corridor requires expansion to a six-lane freeway by 2020 to continue to operate at the desired LOS during the a.m. and p.m. peak time periods
 - There is a concern for the safety of I-380
 - There should be an effort to minimize traffic volume growth
 - There should be an effort to minimize SOV commuting
- **Employment and Economic Development**
 - Local employers should benefit from an investment in commuter transportation by widening the available labor pool
 - Transportation should not be a barrier to employment opportunities
 - The positive effect on employment should contribute to economic development
- **Mobility and Transportation Options**
 - Public transportation should be available to provide options and opportunities
 - Public transportation provides personal mobility and freedom
 - Public transportation options will enhance regional mobility and expand job opportunities
 - Commuting ease contributes to economic development
 - Public transit has a proven record for reducing congestion
 - Address the public expectation that commuter transportation be enhanced
 - Commuting cost should be reduced
 - Provide equal opportunity for population subgroups including disabled persons and lower income residents
 - Address the needs of student commuter transportation
 - Include consideration of non-work trips in assessing approaches

- Environmental Considerations
 - The negative environmental effects of increasing traffic volumes should be addressed

These preliminary needs statements were discussed with the Advisory Group during the October 2, 2014 meeting and were accepted as a starting point. These need statements were also presented to the public during the public meeting held October 2nd.

2.6.1 Analysis of Needs

There is a widespread perception that transportation improvements are needed in the I-380 corridor. Ninety-three percent of Survey #1 respondents cited the need for improvements and this sentiment was echoed in many of the interviews with employer stakeholders. **Table 2.12** on the following page provides an analysis of need level defined as “High,” “Moderate,” or “Low.”

Note on I-380 Congestion and Safety

Although the ICTS is primarily focused on alternative public transportation options to SOV commuting on I-380, it is important to note that “increasing traffic congestion” and “safety” were cited as top concerns from Survey #1. Iowa DOT commissioned a study of the traffic operations and safety of I-380 to determine capacity and other improvements that should be made. Iowa DOT has a standard for freeways such as the rural portion of I-380 based on the traffic engineering LOS concept. The *I-380 Rural Corridor Feasibility Study* traffic analysis indicated that the rural stretch of the I-380 corridor requires expansion to a six-lane freeway by 2020 to continue to operate at the desired LOS during the a.m. and p.m. peak time periods.

Although there is a relatively low level of commuting between the Cedar Rapids and Iowa City urban areas, the number may be significant. According to CTPP data, there are approximately 7,530 commuters travelling between the Cedar Rapids and Iowa City metropolitan areas.

Table 2.12: Summary of Objectives and Expectations

Objective/Expectation	Current Status	Need Level	Discussion
I-380 Safety	Survey #1 respondents cited safety as a key concern.	High	To satisfy public expectations and adhere to Iowa DOT's standards for rural Interstate LOS I-380 will need to be expanded by 2020.
Mobility and Transportation Options	Limited or inadequate transportation options available, particularly modal options.	High	Additional options, such as vanpool, carpool and public bus transportation, should be offered.
Mobility and Transportation Options	Population subgroups, such as disabled and low income persons, do not have the equal opportunity for employment.	High	Additional options, such as vanpool, carpool and public bus transportation, should be offered with provisions for affordable commuting.
I-380 Congestion	There is existing and forecast congestion on I-380.	Moderate	To satisfy public expectations and adhere to Iowa DOT's standards for rural Interstate LOS I-380 will need to be expanded by 2020.
Employment and Economic Development	Some employers cite transportation-related issues with employee recruitment and retention.	Moderate	Vanpool, carpool and public bus transportation options provide the ability to expand job opportunities for residents and widen the labor pool for employers.
Employment and Economic Development	Some employers site housing cost as a major factor in commuting distance.	Moderate	Housing costs are significantly higher in the Iowa City/Coralville metropolitan area than the rest of the region encouraging a portion of the workforce to seek housing options outside of the city where they work.
Employment and Economic Development	Inter-regional commuting is expensive and requires an auto.	Moderate	Inter-regional commuters are confronted with high cost due to distance and parking cost.
Environmental Considerations	The vast majority of inter-regional commuting is SOV.	Low	High level of SOV commuting has environmental impacts.

3.0 Existing Public Transportation Services

Multiple public and private transportation providers offer transportation services within the study area, with a range of services including vanpools, carpools, carsharing, demand-response and fixed-route intercity van or bus service, taxi service and other private services. For comparative purposes, annual passenger miles and ridership is noted for the public urban service providers with fixed-route service. **Figure 3.4** and **3.5** on page 56 provides a comparative summary of annual passenger miles and ridership for all fixed route providers. These quantitative comparisons are not made for the rural demand-response and specialty services, due to the size the service areas and the diverse and unique needs of each area. For these providers, the focus of the comparative analysis is based on service area, type of service provided (paratransit, special needs) span of service (hours of operation) and fare structures. Any future public transportation service should complement and not duplicate or compete with established private transportation services. Therefore, the focus of the analysis for both the public and private transportation providers is a gap analysis in service coverage, span of service, availability to the general public, and type of service, with a focus on interregional service between major destinations.

3.1 Public Transportation Services

The study area is served by multiple public transportation providers. For the purposes of this study, public transportation services are defined as shared transportation services that are open and available to anyone in the general public. Public transportation service may include private non-profit organizations providing transportation services that are open to the public. These are distinct from other shared private transportation modes such as company vanpools which are not shared by the general public or are privately owned and operated. Demand-response service is the kind of transit service where individual passengers can request door-to-door or point-to-point transportation from a specific location to another specific location at a certain time. It may also be called "dial-a-ride". These services usually require advance reservations. A fixed-route service is when vehicles run on regular, pre-designated, pre-scheduled routes, with no deviation. Typically, fixed-route service is characterized by features such as printed schedules or timetables, designated bus stops where passengers board and alight and the use of larger transit vehicles.

3.2 Cedar Rapids Transit

Cedar Rapids Transit operates fixed-route public transit service within Cedar Rapids, Hiawatha and Marion and contracts out ADA paratransit service to Linn County LIFTS. Cedar Rapids Transit is operated as a department under the City Manager's Office of the City of Cedar Rapids with policy direction provided by the City Manager and City Council. Cedar Rapids Transit operates 12 routes, shown in **Figure 3.1** on the following page, with a service area that covers approximately 22 square miles and a population of 97,715. All routes transect downtown to facilitate transfers. Fixed-route service is operated weekdays from 5:20 a.m. to 7:20 p.m. and weekends from 8:25 a.m. to 5:25 p.m. Service frequencies vary by route between 30 minutes and 60 minutes. One-way fares are \$1.50 for adults, \$0.75 for students, elderly, disabled and Medicare cardholders, and free for children 5 and younger. Cedar Rapids Transit provides several options for passes including a 31 day, 10 day and day pass for \$40.00, \$15.00, and \$3.00 for an adult and \$20.00, \$7.50, and \$3.00 for students, elderly, disabled and Medicare card holders. Cedar Rapids Transit offers income-based half-price fares. In 2012, Cedar Rapids

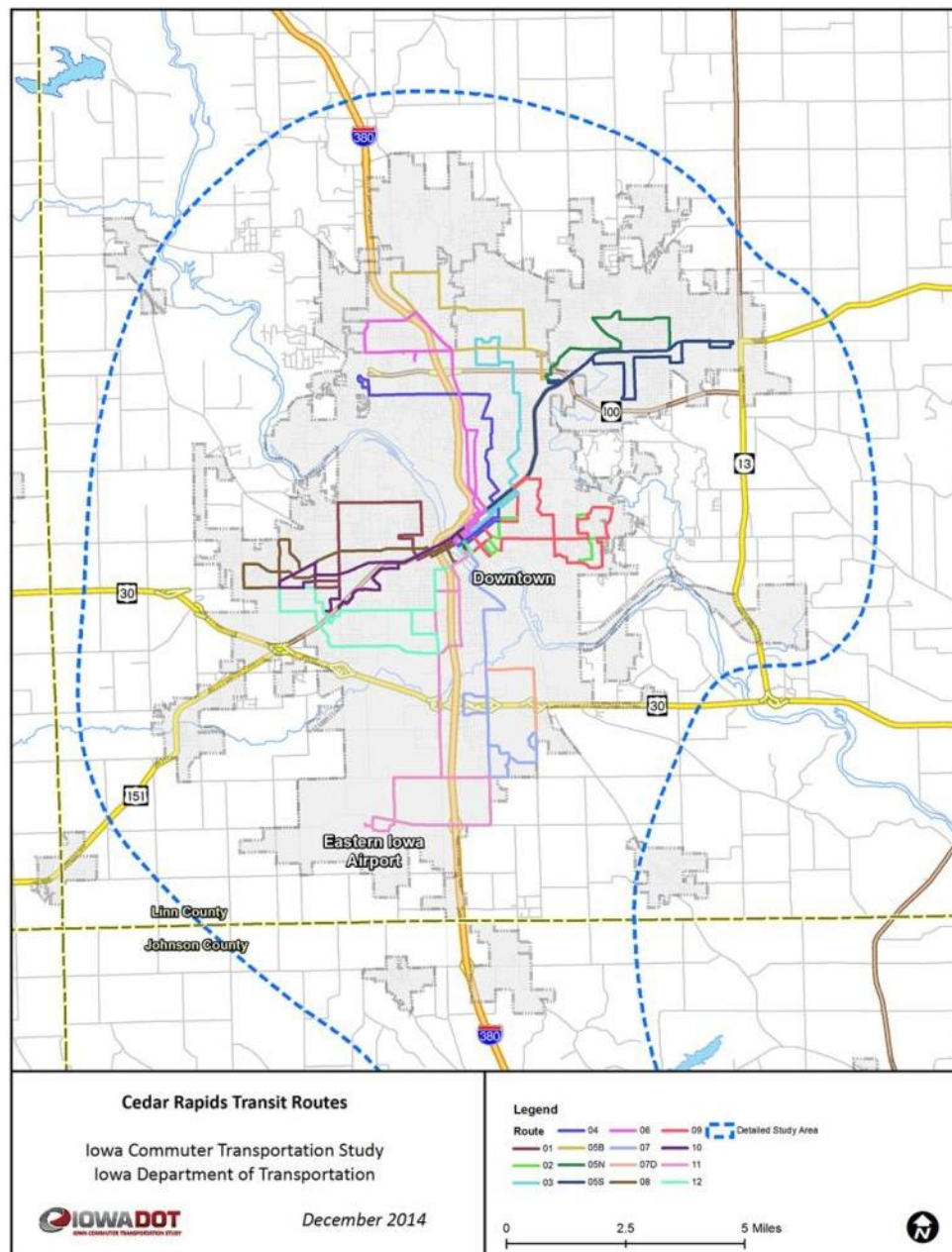
Transit reported 5,945,009 passenger miles and 1,276,662 annual unlinked trips, an average of 4,595 weekday unlinked trips. Annual passenger miles have increased 5.3 percent and annual unlinked trips have remained fairly constant over the past 10 years. Unlinked trips are the total number of passengers who board public transit vehicles including transfers.

Table 3.1: Cedar Rapids Annual Passenger Miles and Unlinked Trips

Cedar Rapids Transit	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Annual Passenger Miles	5,646,842	4,994,792	4,990,273	5,181,552	5,384,589	5,509,833	6,275,689	5,688,125	6,004,134	5,945,009
Annual Unlinked Trips	1,285,518	1,129,368	1,132,118	1,172,111	1,211,118	1,228,858	1,252,633	1,173,098	1,234,648	1,276,662

Source: National Transit Database, Federal Transit Authority

Figure 3.1: Cedar Rapids Transit Routes



3.2.1 Neighborhood Transportation Services (NTS)

Neighborhood Transportation Services (NTS) is a private non-profit organization that operates a door-to-door demand-response public transit service at night and during portions of the weekend when the fixed-route Cedar Rapids Transit buses do not operate. NTS riders schedule an appointment for pickup with NTS at least 24 hours in advance for transportation to work and education. NTS currently has four 18 passenger buses and four vans. The NTS service area includes the greater Cedar Rapids metropolitan area. Hours of operations during the week are 6:30 PM to 6:00 a.m., and weekends Saturday after 5:00 p.m. and all day Sunday to 6:00 a.m. Monday. One-way full fare is \$5.00. In 2012, NTS reported 266,158 annual revenue miles and 57,107 annual trips.

Table 3.2: NTS Annual Revenue Miles and Trips

NTS	2006	2007	2008	2009	2010	2011	2012
Annual Revenue Miles	190,673	250,624	240,241	236,540	226,787	243,864	266,158
Annual Trips	20,645	56,675	61,770	45,458	47,664	54,044	57,107

Source: Iowa DOT, Office of Public Transit

3.3 East Central Iowa Transit (ECIT)

East Central Iowa Transit (ECIT) was established in 1975 to provide demand-responsive rural public transit service in Benton, Iowa, Johnson, Jones, Linn and Washington counties. ECIT service provider areas, as well as other demand-response service areas within the study boundary are shown in **Figure 3.2** on page 52. ECIT is responsible for the administration, coordination, and planning functions of the regional system. ECIT does not directly operate the transit service, but alternatively contracts with a provider in each affiliated county. ECIT coordinates the provision of public transit services in all of Benton, Iowa, Jones and Washington Counties, and the rural areas of Johnson and Linn Counties. These services are open to the general public, including persons with disabilities. In addition, ECIT providers in Linn and Johnson Counties have separate contracts with urban public transit providers (Cedar Rapids Transit, Coralville Transit, and Iowa City Transit) in their respective counties to provide ADA paratransit service. A portion of the funding and technical assistance for operations and capital expenses is provided by the Iowa DOT Office of Public Transit and Federal Transit Administration (FTA). ECIT is governed by the ECICOG Board of Directors. Transportation sub providers include: Linn County LIFTS, Johnson County SEATS, Benton County Transportation, Iowa County Transportation, Jones County JETS and Washington County Mini Bus. In 2012, ECIT contracted providers reported 1,467,938 annual revenue miles and 366,255 annual trips.

3.3.1 Linn County LIFTS

Linn County LIFTS provides door-to-door demand-response ADA paratransit public transit service for eligible elderly and disabled passengers who cannot use the fixed-route system in the Cedar Rapids, Marion, and Hiawatha and Linn County general public passengers outside of the metropolitan area. Hours of operation are 6:00 a.m. to 6:40 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. Saturday. One-way full fare is \$5.00. In 2012, Linn County LIFTS reported 300,638 annual revenue miles and 79,402 annual trips.

Table 3.3: Linn County LIFTS Annual Revenue Miles and Trips

Linn County LIFTS	2006	2007	2008	2009	2010	2011	2012
Annual Revenue Miles	317,714	311,518	327,781	339,333	320,814	304,837	300,638
Annual Trips	82,687	82,563	81,112	84,021	88,277	89,236	79,402

Source: Iowa DOT, Office of Public Transit

3.3.2 Johnson County SEATS

Johnson County SEATS provides demand-response door-to-door ADA paratransit public transit service to senior citizens and people with disabilities in the county's urbanized area, and to the general public in Johnson County's non-urbanized area. Johnson County SEATS is a collaborative program funded by Iowa City, Coralville, North Liberty, and University Heights, Johnson County and ECICOG. ADA complementary paratransit riders must apply and be certified in the city in which they reside with each city having its own requirements. General public passengers in the county's rural areas do not need to apply for service to be eligible. The hours of operation vary with the community served. Iowa City and University Heights weekdays from 6:00 a.m. to 11:59 p.m. and Saturday 6:00 a.m. to 7:00 p.m. Coralville, weekdays from 6:00 a.m. to 11:59 p.m. and Saturday 7:15 a.m. to 7:30 p.m. North Liberty, weekdays, arrive at residences home around 7:00 a.m., 11:00 a.m. and 4:30 p.m. Morse, Solon, Shueyville, Sutliff, Swisher and Surrounding Areas – Northern Johnson County, Monday, Tuesday, Thursday 8:30 a.m. to 4:30 p.m. Oxford, Tiffin, Cosgrove and Surrounding Areas – West Central Johnson County, Tuesday and Thursday 8:30 a.m. to 4:30 p.m. Loan Tree, Sharon Center, Hills, Frytown and Surrounding Areas – Southern Johnson County, Monday, Wednesday and Friday, 8:30 a.m. to 4:30 p.m. One-way full fare is \$2.00. Johnson County SEATS provides a \$1.00 discount for Iowa City residents for trips originating and terminating within Iowa City. In 2012, Johnson County SEATS reported 450,732 annual revenue miles and 124,378 annual trips.

Table 3.4: Johnson County SEATS Annual Revenue Miles and Trips

Johnson County SEATS	2006	2007	2008	2009	2010	2011	2012
Annual Revenue Miles	296,473	324,945	359,268	428,339	379,811	421,488	450,732
Annual Trips	95,082	99,105	99,605	103,550	104,312	112,558	124,378

Source: Iowa DOT, Office of Public Transit

3.3.3 Benton County Transportation

Benton County Transportation provides demand-response public transit service within rural Benton County with limited service to Cedar Rapids. Hours of operation vary depending on origin and destination; however, arrangements to meet individual needs can be made by appointment Monday through Friday. Round-trip fares are \$2.00 in county, \$10.00 to Cedar Rapids and \$20.00 for special trips. In 2012, Benton County Transportation reported 85,774 annual revenue miles and 22,728 annual trips.

Table 3.5: Benton County Transportation Annual Revenue Miles and Trips

Benton County Transportation	2006	2007	2008	2009	2010	2011	2012
Annual Revenue Miles	102,104	101,334	97,410	95,279	100,864	90,174	85,774
Annual Trips	27,374	26,545	29,975	28,962	25,057	25,076	22,728

Source: Iowa DOT, Office of Public Transit

3.3.4 Iowa County Transportation (ICOT)

Iowa County Transportation (ICOT) provides door-to-door demand-response, ADA accessible public transit service within Iowa County and limited service to Cedar Rapids and other destinations. Service hours are from 6:00 a.m. until 5:00 p.m. Monday through Friday. One-way fares within Iowa County for local trips are \$3.00, 0-10 miles are \$6.00, 10-20 miles are \$8.00, and 20+ miles are \$10.00. One-way fares outside of Iowa County, Iowa County to Cedar Rapids are \$40.00. Waiting times are \$20.00 per hour. In 2012, Iowa County Transportation reported 138,817 annual revenue miles and 25,453 annual trips.

Table 3.6: Iowa County Transportation Revenue Miles and Trips

Iowa County Transportation	2006	2007	2008	2009	2010	2011	2012
Annual Revenue Miles	147,716	154,855	157,841	152,606	175,236	170,503	138,817
Annual Trips	25,236	25,689	25,612	27,538	27,275	26,051	25,453

Source: Iowa DOT, Office of Public Transit

3.3.5 Jones County JETS

Jones County JETS provides door-to-door demand-response public transit service within Jones County and limited trips outside of the county. Hours of service are weekdays 7:00 a.m. to 5:00 p.m. One-way fares within Jones County cities are \$2.00, between cities are \$3.00 and extra stops within the same city are \$1.00 each. Special trips outside of Jones County are \$25.00/hour if wait and return (\$25 each way if no waiting). In 2012, Jones County JETS reported 183,811 annual revenue miles and 32,414 annual trips.

Table 3.7: Jones County JETS Annual Revenue Miles and Trips

Jones County JETS	2006	2007	2008	2009	2010	2011	2012
Annual Passenger Miles	181,676	163,374	183,327	166,719	160,810	193,156	183,811
Annual Trips	33,110	29,802	31,557	31,169	30,194	30,843	32,414

Source: Iowa DOT, Office of Public Transit

3.3.6 Washington County Mini Bus

Washington County Mini Bus provides demand-response, wheelchair accessible public transit service within Washington County and limited service to Iowa City. Hours of service are weekdays 7:00 a.m. to 5:00 p.m., Thursday 5:00 p.m. to 9 p.m. and Sunday 8:00 a.m. to 12:00 p.m. Within Washington, Wellman, Kalona and Riverside one-way fares are \$2.50, 1 to 4 miles out of the city are \$4.00, 5 to 9 miles out of the city are \$7.00, between cities or Washington, Brighton, Kalona, Richmond, Riverside, Wellman and Crawfordsville are \$9.50, West Chester and Ainsworth are \$7.00. In between stops are \$0.50 each. Iowa City stops are \$1.00 each. After hours and out of town are \$15.00. A daily shuttle is provided for medical trips to Iowa City from Washington for \$42.00 round trip. In 2012, Washington County Minibus reported 308,166 annual revenue miles and 81,880 annual trips.

Table 3.8: Washington County Mini Bus Annual Revenue Miles and Trips

Washington County Mini Bus	2006	2007	2008	2009	2010	2011	2012
Annual Revenue Miles	266,417	278,086	286,177	304,935	305,841	324,428	308,166
Annual Trips	75,165	81,956	81,153	85,177	86,200	84,999	81,880

Source: Iowa DOT, Office of Public Transit

3.4 River Bend Transit (RBT)

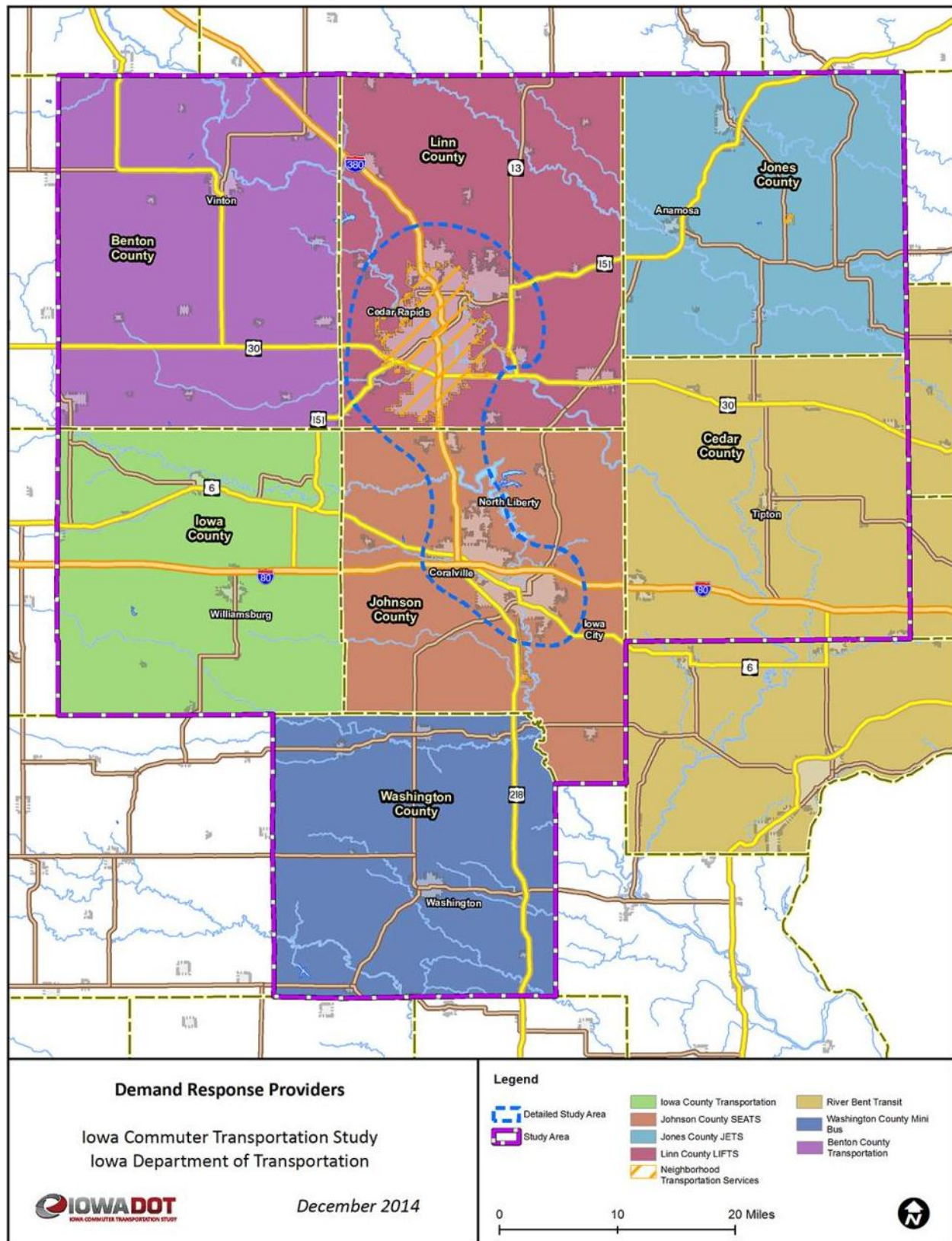
River Bend Transit (RBT) is a private not-for-profit corporation which has been designated by the county boards of supervisors in Cedar, Clinton, Muscatine and Scott counties to be the single administrative agency for public transit in the rural parts of the region. RBT is administered by an executive director. Policy direction is provided by a board of directors with representation from each county. RBT was Iowa's first regional consolidated transit system, starting public transit operations in 1978. RBT provides demand-response and subscription curb-to-curb service to elderly and disabled rural residents and to the general public in Cedar, Clinton, Muscatine and Scott counties weekdays. In rural areas, RBT serves a different portion of each county on a designated day each week. For that reason, riders must plan their trips for that one day of the week when public transit service is offered in the county. The service day in each county is the same each week, but the times a vehicle is available may vary. Hours of operation in Cedar County, the only county served by River Bend Transit within the study area, are 5 a.m. to 11 p.m. with service to Tipton on Monday, service to Iowa City on Wednesday, county service to Tipton on Wednesday, service to Cedar Rapids, Iowa City, Davenport and special trip service on Thursday, and service to Iowa City on Friday. Round-trip fares for the elderly (60+) or disabled are \$6.50 out of county, \$1.50 in-town service and \$3.00 county service. Fares for the general public are \$5.00 additional. RBT provides service to the University Hospitals and Clinics, or to other Iowa City destinations, and returns passengers to their origin. Fares to Iowa City vary depending on county of origin. Round-trip fares from Clinton County to Iowa City, for example, are \$18.00. In 2012, the Cedar County portion of River Bend Transit service reported 18,078 annual revenue miles and 2,492 annual trips.

Table 3.9: River Bend Transit (Cedar County) Annual Revenue Miles and Trips

River Bend Transit (Cedar County)	2006	2007	2008	2009	2010	2011	2012
Annual Revenue Miles	17,861	15,301	16,977	18,531	19,586	16,701	18,078
Annual Trips	2,847	1,893	2,242	2,761	3,063	2,883	2,492

Source: Iowa DOT, Office of Public Transit

Figure 3.2: Demand-Response Service Areas



3.5 Iowa City Transit

Iowa City Transit operates fixed-route service within Iowa City and University Heights and contracts out ADA paratransit service to Johnson County SEATS. Iowa City Transit is operated by the City of Iowa City with policy direction provided by the City Council. Iowa City Transit operates 28 routes, shown in **Figure 3.3** on the following page, with a service area of approximately 25 miles and population of 68,947. Other transit services within Iowa City are provided by Coralville Transit and University of Iowa CAMBUS at a central transfer point downtown. Fixed-route service is operated weekdays from 5:45 a.m. to 11:10 p.m. and Saturdays from 5:45 a.m. to 7:40 p.m. There is currently no Sunday service. Service frequencies vary by route between 30 minutes in the a.m. and p.m. peak periods, 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:30 p.m., and 60 minutes in off peak periods, Monday through Friday, 9:00 a.m. to 3:00 p.m. and 6:30 p.m. to 10:30 p.m. and Saturday 6:00 a.m. to 7:00 p.m. One-way fares are \$1.00 for adults, \$0.75 for students, and free for children 5 and younger. Iowa City Transit provides several options for passes including a 31 day pass for \$32.00 for adults (18 years old and up), \$27.00 for youth (K-12), \$28.00 for bulk sales, \$27.00 for low income and a 10-ride pass for \$8.50. Iowa City Transit provides reduced and special one-way fares for elderly (60+ years, off-peak only) for \$0.50, elderly low income (off peak only, pass required) free, persons with disabilities (off-peak only, pass required) free, and a Saturday Family Fare (Up to 2 adults and 2 children) for \$1.00. In 2012, Iowa City Transit reported 4,036,682 passenger miles and 1,965,419 annual unlinked trips, an average of 7,452 weekday unlinked trips. This is a 42.7 percent increase in annual passenger miles and 27.2 percent increase in annual unlinked trips over the past 10 years.

Table 3.10: Iowa City Transit Annual Passenger Miles and Unlinked Trips

Iowa City Transit	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Annual Passenger Miles	2,828,918	3,237,192	3,231,674	3,241,656	4,359,208	4,070,134	4,344,768	3,884,748	3,992,575	4,036,682
Annual Unlinked Trips	1,545,069	1,569,488	1,575,434	1,707,935	1,749,416	1,918,013	2,058,293	1,889,152	1,947,475	1,965,419

Source: National Transit Database, Federal Transit Authority

3.6 Coralville Transit

Coralville Transit operates fixed-route services within Coralville, North Liberty and Downtown Iowa City and the University of Iowa Hospitals and contracts out ADA paratransit service to Johnson County SEATS. North Liberty contracts with Coralville for fixed route service. Coralville Transit is owned and operated by the City of Coralville and is governed through the City Administrator to the Transit Manager. Coralville operates six fixed routes, shown in **Figure 3.3**, with a service area that covers 12 square miles and a population of 19,219. Fixed-route service is operated weekdays from 6:00 a.m. to 6:30 p.m. with one route until 7:30 p.m. and one route until 11:55 p.m. and Saturdays from 7:15 a.m. to 7:30 p.m. There is currently no Sunday service. Service frequencies vary by route between 30 minutes and 60 minutes depending on the route and time of day. One-way fares are \$1.00 for adults, \$0.75 for youth (5 to 15 years old), and free for children under five. Coralville Transit provides several options for passes including a 31 day pass for \$32.00 and 20-ride pass for \$20.00. The subsidy depends on several factors, most importantly the issuance of a University of Iowa parking pass of certain types. Coralville Transit also provides Bus and Shop coupons. If patrons spend \$10.00 at participating retailers, they are eligible to receive a free pass for one ride. In 2012, Coralville Transit reported 2,200,497 passenger miles and

611,123 annual unlinked trips, an average of 2,238 weekday unlinked trips. This is a 36.4 percent increase in annual passenger miles and 28.7 percent increase in annual unlinked trips since *2006.

Table 3.11: Coralville Transit Annual Passenger Miles and Trips

Coralville	2006	2007	2008	2009	2010	2011	2012
Annual Passenger Miles	1,613,690	1,974,110	2,092,952	2,063,532	1,973,997	2,043,354	2,200,497
Annual Unlinked Trips	474,941	500,207	505,345	547,841	527,220	567,581	611,123

Source: National Transit Database, Federal Transit Authority

*2006 is the first year data reported.

3.7 University of Iowa CAMBUS

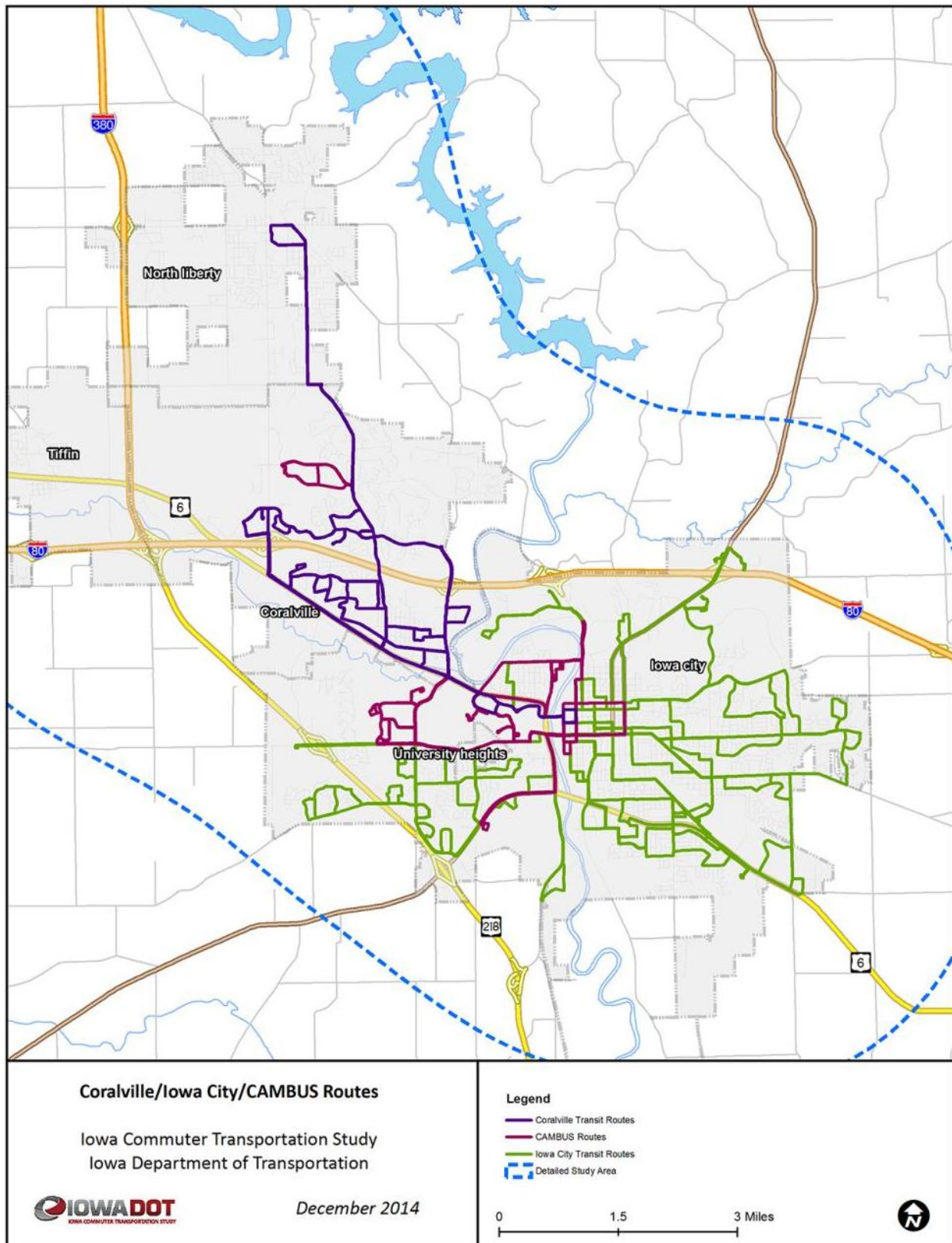
Cambus is a University of Iowa service operated by students. Cambus serves students, faculty, staff and the general public. Cambus operates 15 fixed routes, shown in **Figure 3.3**, with a service area of 30 square miles throughout the University of Iowa Campus and portions of Iowa City and Coralville and demand-response door-to-door ADA complementary paratransit service through the Bionic Bus. Fixed-route service is operated weekdays from 6:25 a.m. to 12:40 a.m. and weekends from 11:40 a.m. to 12:40 a.m. Service frequencies vary by route and time of year. During the school year, service frequencies range between 10 minutes and 15 minutes during the week and 30 minutes on the weekend. Cambus does not charge a fare to ride and its services are available to the general public. Cambus is a prepaid system funded in part by student fees. Students, faculty and staff may contribute additional money by checking "Cambus" on the optional fee cards which are distributed each year. In 2012, Cambus reported 4,367,908 annual unlinked trips and an average of 16,414 weekday unlinked trips. This is a 7.5 percent increase over 2011 and a 23.6 percent increase over the past 10 years.

Table 3.12: Cambus Annual Passenger Miles and Trips

Cambus	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Annual Passenger Miles	4,069,903	4,253,450	4,319,095	4,274,744	4,486,979	4,499,424	4,840,700	4,797,274	4,949,681	5,326,366
Annual Unlinked Trips	3,532,185	3,578,270	3,583,116	3,544,690	3,706,978	3,718,335	4,000,282	3,964,630	4,061,485	4,367,908

Source: National Transit Database, Federal Transit Authority

Figure 3.3: Iowa City Transit, Coralville Transit, and University of Iowa Campus Routes



*Note, North Liberty contracts service from Coralville Transit

3.8 Comparison Services

3.8.1 Comparison of Fixed Route Services

Figures 3.4 and 3.5 below provide a summary comparison of fixed route services based on annual passenger miles and annual unlinked trips from 2003 to 2012. As shown, Cedar Rapids Transit has the highest annual passenger miles and the third lowest annual trips. Passenger miles is a reflection of the large service area that Cedar Rapids Transit covers. This is compared to Cambus, who has the highest number of unlinked trips and second highest passenger miles. All of the urban fixed route service providers have had steady growth in both passenger miles and annual linked trips over the past 10 years.

Figure 3.4: Annual Passenger Miles for Urban Fixed Route Providers

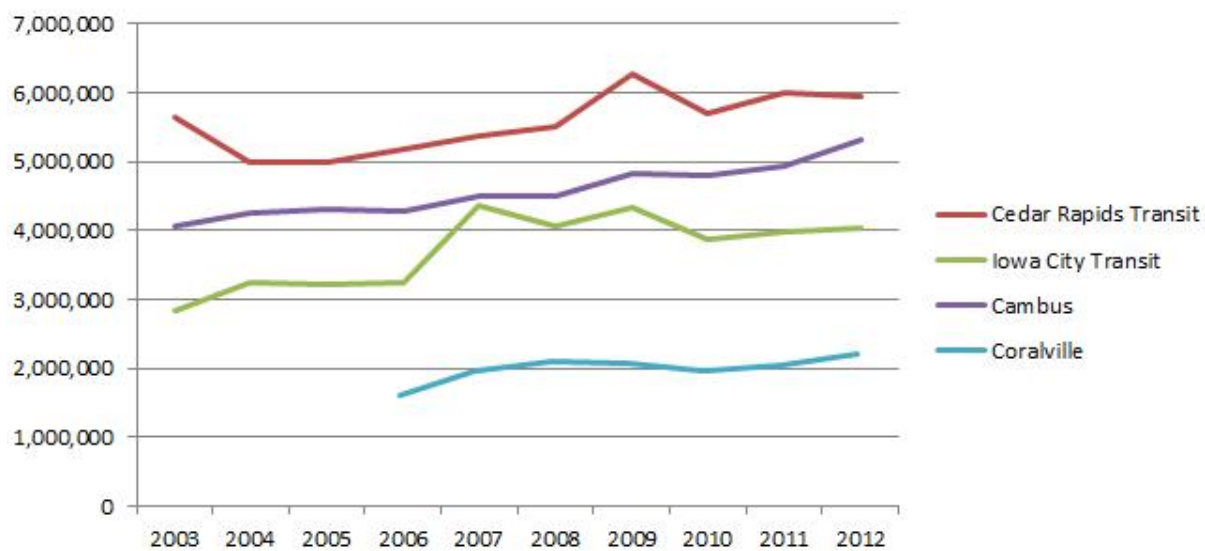
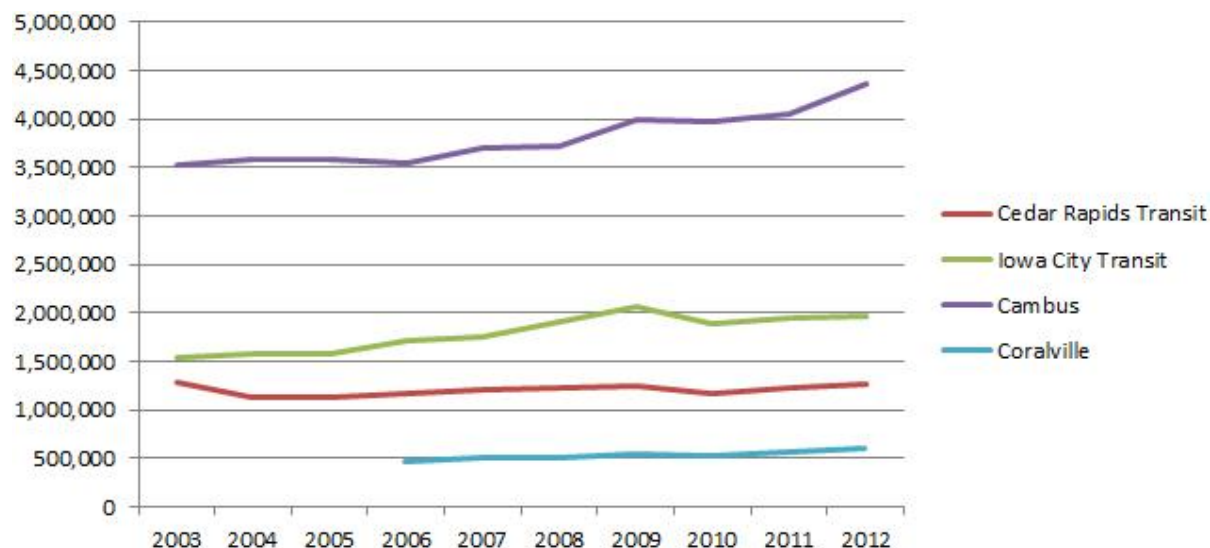


Figure 3.5: Annual Unlinked Trips for Urban Fixed Route Providers



3.8.2 Comparison of Demand Response Services

Figures 3.6 and 3.7 below provide a summary comparison of demand route services based on annual revenue miles and trips from 2006 to 2012. As shown, Johnson County SEATS has the highest annual passenger miles annual trips followed by Linn County LIFTS and Washington County Mini Bus.

Figure 3.6: Annual Revenue Miles for Demand Service Providers

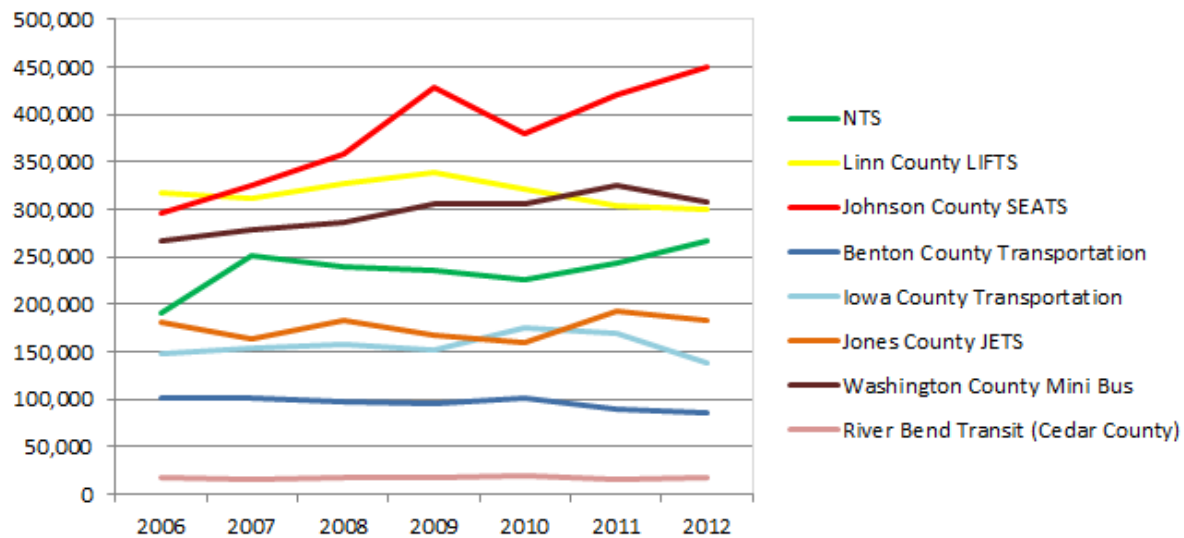
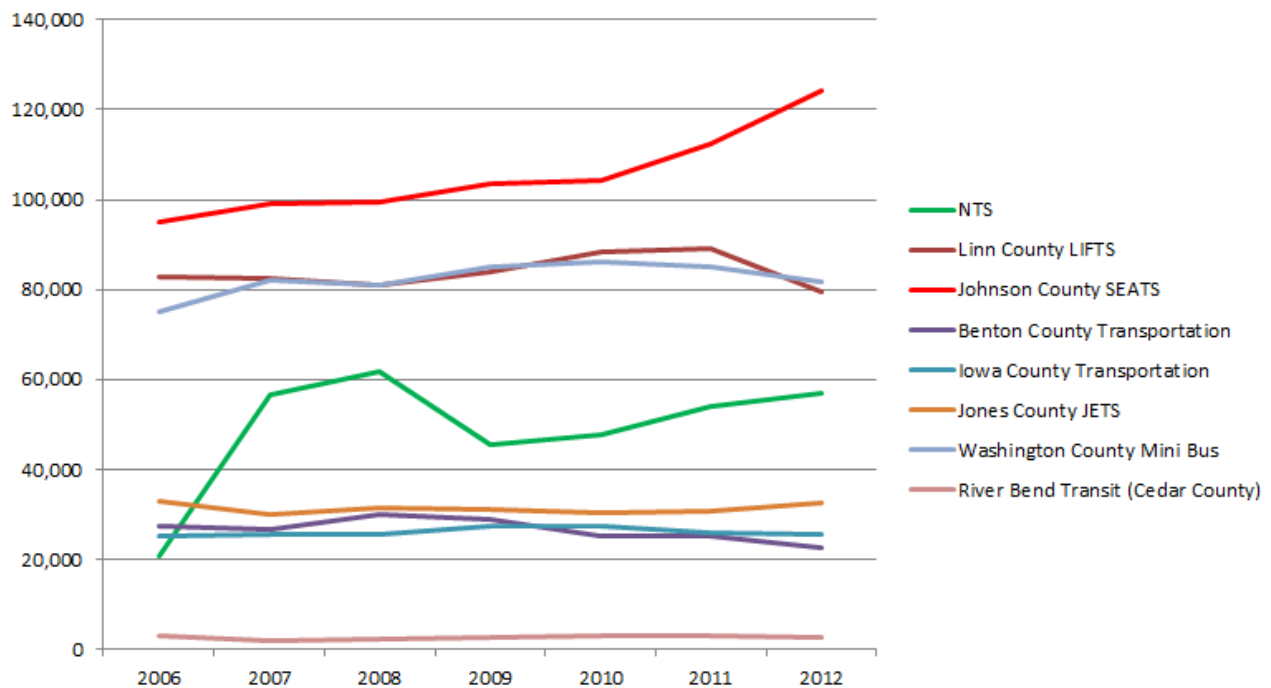


Figure 3.7: Annual Trips for Demand Service Providers



3.9 University of Iowa Bus Pass Program

The University of Iowa sells a bus passes for Iowa City Transit and Coralville Transit. These service providers sell the passes to the University at a discounted rate and then the University sells them to its students and employees at a significant subsidized rate. Approximately 98% of all University passes are subsidized. See **Table 3.13** below.

Table 3.13: University of Iowa Bus Pass Program

	University of Iowa buys for	University of Iowa Subsidized Rate	University of Iowa Non-Sub Rate
Iowa City Transit			
University of Iowa Faculty/Staff	\$28/mo.	\$15/mo.	\$28/mo.
University of Iowa Student*	\$20/mo.	\$14/mo.	\$20/mo.
Coralville Transit			
University of Iowa Faculty/Staff	\$28/mo.	\$15/mo.	\$28/mo.
University of Iowa Student*	\$20/mo.	\$14/mo.	\$20/mo.

**Student passes are an annual pass that can be purchased and cancelled throughout the year. Students pay the prorated cost of the pass at time of purchase. The table shows the cost of the student pass on a monthly basis.*

3.10 Comparison of Public Transportation Service Schedules

Table 3.14 on the following page provides a general comparison of service hours in each of the study area counties. The urban service providers, Cedar Rapids Transit, Coralville Transit, Iowa City Transit and the University of Iowa Cambus have the longest service hours accommodating multiple types of trips (work trips, student trips, and other needs). Cedar Rapids in Linn County has the most schedule coverage, due to Neighborhood Transit Services, which provides supplemental demand-response evening and weekend service when Cedar Rapids Transit is not operating. The remainder of the service providers offer demand-response services meeting specific community needs, primarily paratransit service for the disabled and elderly residents. These do include some work trips, however, the biggest trip needs addressed by the rural service providers include trips for medical appointments, shopping, and other intermittent needs that can be scheduled in advance.

Table 3.14: Generalized Schedules for Study Area Public Service Providers

Study Area Counties	Service Provider	Service Type	Weekdays																					Weekends											
			Early Morning					AM Peak					Mid-Day					PM Peak					Evening					Saturday				Sunday			
			12AM	1AM	2AM	3AM	4AM	5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM	Early Morning	Morning	Afternoon	Evening	Early Morning	Morning	Afternoon	Evening	
Linn County	Cedar Rapids Transit	Fixed- Route																																	
	Linn County LIFTS	Demand- Response																																	
	Neighborhood Transportation Services	Demand- Response																																	
Johnson County	Coralville Transit	Fixed- Route																																	
	Iowa City Transit	Fixed- Route																																	
	*Johnson County SEATS	Demand- Response																																	
	University of Iowa Campus	Fixed- Route																																	
Benton County	Benton County Transportation	Demand- Response																																	
Jones County	Jones County JETS	Demand- Response																																	
Iowa County	Iowa County Transportation	Demand- Response																																	
Cedar County	River Bend Transit	Demand- Response																																	
Washington County	**Washington County Minibus	Demand- Response																																	

This table represents generalized schedules for illustrative purposes. For more specific description of schedules by agency as of September 2014, refer descriptions provided in Section 2.0 or contact individual service providers directly.

**Schedule varies by communities served. Table reflects Iowa City and University Heights. For other Johnson County cities, refer to Section 2.3.2.*

***Thursday service is also available from 5:00pm to 9:00pm*

3.11 Private Transportation Services

The study area is served by numerous private transportation providers. Private transportation services include privately owned and operated vanpools, carsharing, private intercity bus operators, taxis and other private providers such as medical shuttles. These modes are distinct from public transportation services in that they may be open to a select segment of the population such as employees of a particular company or through a private subscription service. In other cases, these services are open to anyone in the general public but are private, for-profit operations.

3.11.1 Private Vanpools and Carpools

Carpooling is an arrangement between people two or more people to make a regular commute in a single vehicle. Vanpooling is an arrangement whereby commuters travel together in a van. Both allow groups of employees who live and work near one another to share a ride to work. In some cases, employers may provide the vans or subsidize the cost and maintenance of the vans. In other cases, the employees may pool their resources to share in the cost of the van. Either way, the benefits of vanpools are a significant savings for the employee, providing a dedicated means of transportation to work, reducing parking needs for the employer, and relieving congestion on roads. Current private vanpools are described below.

eRideshare

An “Iowa Commuter/Carpool Center” is available through eRideShare.com. An interested commuter uses the site by: 1) Signing up for a membership, 2) Place a listing, and 3) Search listings from the home page, using the blue search box (search tips). Reply to other listings by clicking on the link for the listing.

University of Iowa Employee Vanpool and Carpool

The University of Iowa Employee Vanpool is a program provided by the University of Iowa Parking and Transportation Department. University-owned vans are provided to groups of faculty and staff to facilitate carpooling. Seven to 15 University faculty and staff can ride together to and from work in a commuter van. Fees range from \$40.00 to \$172.00 per month depending on the space in the vehicle and the distance traveled. A volunteer driver rides for free in exchange for driving and being responsible for the van. The vanpool program serves 24 communities over 9 counties and runs to and from the University at regular agreed upon times by the vanpool riders. Emergency rides home are provided through a separate program to those participating in the Vanpool Program. Currently, the program is only open to University employees. As of September 2014, the University has 68 vans in operation with five extra to use as loaners providing rides to 693 commuters with a capacity to serve 730.

The University of Iowa also provides a carpool program and matching service for faculty, staff and students. Current parking permit holders who want to share the driving with another University faculty/staff or student can exchange their parking permit for a carpool arrangement. The permit holder still retains rights to their permit and pays the permit fee, however, the people they carpool with can take turns driving in the carpool. The matching service helps people locate others interested in carpooling, however, those in the carpool coordinate with one another on ride arrangements.

vRide

vRide is a private ridesharing service setting up vanpools across the country for the past 30 years. vRide leases vans to the pool and takes care of registration and vehicle maintenance cost. A volunteer member of the pool drives and services the van. Fees range from \$100 to \$200 per month depending on the size of the vehicle, the space in the vehicle, and the distance traveled. The vRide service includes web tools and mobile applications that provide commuters information about vRide vans operating along their route and the number of seats available. vRide is the nation's largest provider of commuter vanpooling with 6,500 vans. As of September 2014, vRide operates six van pools (soon to be seven) within the study area providing rides to 48 commuters (soon to be 55). Of the six vans operating, five are currently at capacity and one van has 2 open seats. Currently, all vRide vanpools go to the VA Medical Center, however, vRide has recently received inquiries from employees of another major employer in the region.

3.11.2 Carsharing

Carsharing is a model of car rental where people rent cars, typically from a private company, for short periods of time, typically by the hour. They are attractive to users who only need occasional use of a vehicle.

Zipcar

Zipcar is a private carsharing service and is an alternative to a traditional car rental. The Zipcar service is available within Iowa City to local residents and University of Iowa students, faculty and staff. Zipcar members can reserve a car online by the hour or the day making the service ideal for those who need a car occasionally for errands or day trips. Zipcars are available 24 hours a day, seven days a week. Gas, insurance, maintenance and reserved parking spots are included with the service. Discounted rates are available to University of Iowa students. At this time, there is a one-time \$25.00 application fee and \$50.00 annual membership fee. University students and employees have the application fee waived and pay a \$25.00 annual membership fee. Discounted hourly rates start at \$7.00 per hour or \$66.00 per day (prices vary on type of model). Zipcar launched in Iowa City in 2012 with six vehicles on campus and an additional four vehicles throughout the City.

3.11.3 Intercity Bus Transportation Providers

Intercity Bus service is regularly scheduled bus service for the general public that operates with limited stops over fixed routes connecting two or more urban areas not in close proximity or connecting one or more rural communities with an urban area not in close proximity.

Burlington Trailways is the only intercity bus provider in the study area providing service between Cedar Rapids and Iowa City. Other intercity transportation service from Cedar Rapids and Iowa City includes one daily trip to Des Moines and three daily trips to Chicago. Currently, the only Megabus stop in the study area is in Iowa City.

Burlington Trailways

Burlington Trailways is a private intercity bus operator based in West Burlington, Iowa. Burlington Trailways provides direct service to more than 40 locations in Iowa, Illinois, Nebraska, Colorado, Missouri and Indiana. Burlington Trailways offers scheduled intercity service between Cedar Rapids at the Eastern Iowa Airport and Downtown Iowa City at the Court Street Transportation Center. The Eastern Iowa Airport terminal is served by Cedar Rapids Transit Route 11. The Cedar Rapids Transit bus proceeds to Burlington Trailways by request only prior to reaching the Airport.

From Cedar Rapids to Iowa City, there is currently one morning (9:30 a.m.) and one afternoon (2:05 p.m.) trip scheduled. From Iowa City to Cedar Rapids, there is currently one mid-day (11:50 a.m.) and one afternoon (3:50 p.m.) trip scheduled. Estimated travel times range between 35 to 40 minutes. Estimated travel times range between 35 to 40 minutes. As of September 2014, one-way fares are \$10.00.

3.11.4 Taxi Providers

Taxi providers could potentially contract to provide public transportation services and can help fill a gap in services including but not limited to after-hours, emergencies and guaranteed ride home accommodations. Rates may vary by provider, however, as of September 2014, the typical rate is \$3.50 pick-up fee and \$3.00 per mile. Special rates apply for out-of-town service. Generally, most taxi companies provide service 24 hours a day seven days a week. Similar to carsharing, taxi service is ideal for users who need occasional transportation such as trips to the airport, appointments, errands, etc. A sample of full service taxi providers in the study area is provided below:

Cedar Rapids/Marion metropolitan area

- Century Cab
- American Class Taxi
- Yellow Cab
- Airport Shuttle Service

City of Iowa City/Coralville/North Liberty metropolitan area

- Airport Shuttle Service
- Aardvark Taxi
- American Taxi Cab
- Big Ten Taxicab
- City Cab
- Discount Cab Services
- Gold Top Taxi
- Independent Taxi
- Jowan Taxi Cab
- King Taxi Cab
- Marcos Taxi Co.
- Number One Cab
- Red Line Cab

- Yellow Cab
- Pink's Taxi
- Big Ten Taxi
- Big Ten Taxi Cab North
- Ok Partners Transportation

3.11.5 Other Private Transportation Providers

Disabled American Veterans Van Rides

The Disabled American Veterans (DAV) organization provides medical transportation service to scheduled appointments from the study area and surrounding region to the Iowa City Veterans Administration Medical Center (VAMC) as well as other VA medical facilities and clinics. DAV service does not serve non-ambulatory individuals. The vehicles are driven by volunteers.

Norse Transport

Norse Transport provides non-emergency wheelchair accessible transportation throughout the Cedar Rapids metropolitan area. Hours of operation are 7:00 a.m. to 5:00 p.m. by appointment.

Riders Club of America

Riders Club of America is a volunteer service that provides transportation for any destination within the Cedar Rapids metro area 24 hours a day, seven days a week. Riders must be 55 years of age or older or have a medical condition that prevents driving. Reservations are required at least 24 hours in advance.

Special K's Transport

Special K's Transport provides wheelchair accessible transportation to medical appointments, church services and special events within the Cedar Rapids metro area 24 hours a day, seven days a week. Riders must be 55 years of age or older or have a medical condition that prevents driving.

To The Rescue

To The Rescue provides wheelchair and non-wheelchair (ambulatory) transportation for medical appointments, special events or other personal needs. All Drivers are certified caregivers who are capable of assisting individuals before, after and during transit. To The Rescue is a full service home health care company with staff available to assist a wide range of needs.

3.11.6 Commuter Infrastructure

Commuter infrastructure includes existing and planned park and rides and major transit centers/hubs within the Study Area that could help facilitate convenient and efficient interregional connections.

Iowa DOT Park and Ride Facilities

Iowa's existing system of state-owned park and ride lots consists of 26 facilities in 22 counties. Many of these existing lots were developed during the 1980s, primarily in response to a growing demand that resulted from an increase in fuel prices. In most cases, lot development was truly the result of grassroots efforts, with Iowa DOT's district offices often responding to specific public requests for park and ride facilities. Very basic lots were provided, frequently sharing space with material storage locations on state right of way. Existing state-owned park and ride facilities within the study area consist of the following:

- US 30 & US 218 (NW Quad) in Benton County
- US 6 & V77 in Iowa County
- IA 21 & IA 212 in Iowa County

The Iowa Park and Ride System Plan (PRSP) conducted by the Iowa DOT was used to plan, evaluate, and develop a formal statewide system of park and ride facilities. The PRSP provides a framework for determining the need for commuter park and ride services, evaluating the existing system, identifying gaps in service, and guiding potential system expansion. The primary objective of the plan was to develop a location-specific, priority-based park and ride system that allows for coordinated planning and implementation of park and ride facilities that maintain highway safety, encourage ridesharing, support commuter transportation, and promote energy conservation.

Park and ride facilities are an important part of the commuter transportation system because they provide a convenient location along or near the primary commuting corridor, in this case I-380, to park and connect to commuter transportation. This may include vanpools, carpools, intercity bus and/or fixed-route bus service. The PRSP includes an analysis of the top 25 county pairs for residence-to-workplace commuter flows based on 2006-2010 American Community Survey census data. Cedar to Johnson, Linn to Johnson, Jones to Linn, and Washington to Johnson are among the top county pairs. The PSRP has provided a more systematic, data-driven approach to the identification of candidate locations across the state for park and ride facilities.

Major Transit Centers/Hubs

Major transit centers/hubs are critical to providing efficient and effective fixed-route interregional transportation service because they provide a collection and distribution point and typically access major routes within the local transit network. In some cases, these are intermodal transit hubs with access to multiple transportation modes, commuter parking and in some cases shopping and services.

Cedar Rapids Transit Ground Transportation Center

The Cedar Rapids Transit Depot was renovated after being damaged in the 2008 flood and completed in 2013. The redesigned facility connects all of Cedar Rapids Transit's 12 routes and allows city buses to park around the perimeter of the building and depart without backing into traffic. The project included conversion of 4th and 5th Avenues from one-way to two-way traffic between 1st and 3rd Streets to provide more efficient bus circulation and provides improved accessibility for both pedestrians and passengers with wheelchairs. This facility provides connections to Cedar Rapids Transit major routes. The renovation project cost \$10.5 million and was paid for through \$1.5 million from Federal Emergency Management Agency (FEMA) disaster funds, \$7.4 million from the Federal Transit Administration (FTA) and \$1.6 million from local option sales tax revenue.

Coralville Intermodal Facility

The planned Coralville Intermodal Facility located in Iowa River Landing will begin construction in 2014 and be complete by 2015. This facility will allow commuters to park their vehicles and connect to the Coralville bus system. The facility provides a central transfer point for Coralville's bus system and includes enclosed passenger waiting areas. The facility will also cater to bicycles with secured lockers, restrooms and showers as well as maintenance and rentals thorough the Iowa Bicycle Coalition. The facility includes a three-level parking garage with 270 spaces dedicated to commuter parking and 174 retail spaces. The project is being funded in part through a \$6.5 million grant from FTA.

Court Street Transportation Center

The Court Street Transportation Center is a multi-use, multi-modal transportation center located in Downtown Iowa City. The center includes six levels of parking accommodating 650 vehicles, an intercity bus facility, an 8,000 square foot daycare center, bistro, and covered bicycle parking. The center functions as a park and ride facility operated through Iowa City Transit and is served by one outbound and two inbound bus stops. These stops are serviced Monday through Friday from 5:45 AM to 11:20 PM by three daytime routes (Lakeside, Mall, Free Shuttle) and two night routes (Lakeside and Night Broadway). This results in 120 buses servicing this location daily. On Saturdays, two routes (Lakeside and Saturday Broadway) provide service to these locations between the hours of 5:45 AM to 7:40 PM. Each Saturday, 40 buses service these stops. The center was funded through an FTA grant.

3.11.7 Summary

All of the counties within the study area have some type of public transportation service. Within small communities and rural areas, most of the service is demand-response targeted to seniors and persons with disabilities and special needs, although all of these services are open to the general public. Cedar Rapids, Iowa City and Coralville provide public transportation service with dedicated fixed-routes, relatively frequent service at peak periods, and long service spans meeting the needs of employers, students and others in need of public transit services. Where gaps have occurred, organizations such as NTS were created to address unmet needs. In this case, NTS provides service to work, school, or life skill classes after hours when Cedar Rapids Transit is not operating.

Currently, there is limited public interregional transportation service. Some of the ECIT service providers and River Bend Transit offer out of county demand-response service to Iowa City, however, these trips are generally for medical purposes, although the service is open to the public. Private transportation providers that offer interregional service include the University of Iowa and vRide vanpools, Burlington Trailways intercity bus service and various private providers including taxi companies and other shuttle services. The University of Iowa vanpool service is limited to University employees. vRide vanpools are subject to availability of seats, although new vanpools can be set up by individual groups interested in forming a new pool. Burlington Trailways is currently limited to two trips between Cedar Rapids Eastern Iowa Airport and Downtown Iowa City. Therefore, based on existing service gaps, there may be opportunities for expanded interregional public transportation service within the study area. This interregional service would need to be open to the general public, connect major employment and activity centers, and have a service span and frequency to address typical work trips.

4.0 Service Improvement Packages

The transportation service improvements are to be limited to those that can reasonably be implemented by the Iowa DOT and or communities in the study area. Additionally, the transportation service improvements are to focus on the I-380 corridor and address longer distance inter-regional commutes.

Based on an initial assessment of needs and opportunities in the I-380 corridor the team has concluded that instead of the traditional transportations alternatives, service improvement packages should be identified that combine primary modes with supporting elements such as park and ride lots. It was concluded that there should not be mutually exclusive options; rather multiple options are needed to serve the needs of this diverse commuter corridor.

Based on this initial assessment and drawing from commuter transportation projects in similar corridors the following primary public transportation and ridesharing modes were identified:

- **Public Bus Transportation:** Transportation open to the public, may be demand response service requiring advanced scheduling, or fixed route with a set schedule, usually provided by a public entity. Also referred to as public transit.
- **Private Bus Transportation:** Bus transportation specifically provided for a predefined group of commuters such as employees of a particular organization. This mode is sometimes referred to as a “buspool.”
- **Vanpooling:** Passenger vans often supplied by employers, non-profit organizations or public agencies, driven by one of the vanpool participants. Vanpools typically have ten to sixteen participants with similar origins and destinations.
- **Carpooling:** An informal or formal sharing of rides using one of the participant’s private automobile. Carpooling typically has two to six participants with similar origins and destinations.
- **Intercity Bus Transportation:** Regularly scheduled bus service that operates with limited stops over fixed routes, connecting two or more urban areas not in close proximity.
- **Commuter Rail:** Passenger rail service using existing railroad tracks that would run between Cedar Rapids and Iowa City as previously defined in the *Cedar-Iowa River Rail Transit Project Feasibility Study*.

These modes can vary greatly in terms of service characteristics (routes, speed and travel time, trip frequency, etc.), operation and management, and funding requirements. A summary of the key characteristics (market, service attributes, vehicle type, etc.) of each service type is provided in **Table 4.1** on the following page.

These preliminary modal approaches were presented to the ICTS Advisory Group and interested members of the public and project stakeholders in September and early October 2014. Based on this input, the project team found these options to be inclusive of reasonable approaches. The initial needs survey conducted in late September and early October of 2014 found that respondents suggested rail transit (72 responses) be considered. It was therefore concluded that commuter rail should be included in the evaluation.

Table 4.1: Alternative Service Package Characteristics

Alternative	Market	Service Attributes	User Schedule Flexibility	Vehicle Type	Vehicle Ownership and Driver	Funding and Financing	Institutional/ Governance	User Cost (Fare) Range	Public Cost Range
Public Bus Transportation	General public; commuters	Premium service - limited stop express Scheduled, fixed route	Flexible with multiple scheduled trips	40 seat transit bus or smaller vehicle	Public vehicle Paid driver	Public funding 50% to 85% typical Eligible for federal and state funding	Special purpose public agency or local or county government	\$6 - \$10 round trip	High for capital and operating costs
Private Bus	Specific group	Tailored to specific destinations Schedule and timing set by subscription	Limited flexibility - individual's schedule must match others'	41 seat transit bus or smaller vehicle	Privately owned vehicle Paid driver	Bus chartered or leased by private firm	None	Unknown	Low
Intercity Bus	General public, usually not commuters.	Scheduled fixed route service not designed for commuters	Limited flexibility - individual's schedule must match limited schedule	Typically 40 to 50 passenger coach	Privately owned vehicle Paid driver	Private for profit transportation firm	Private enterprise Usually regulated	\$10 per trip	Low
Vanpooling	Specific group	Tailored to specific origins and destinations	Nor flexible - individual's schedule must match others'	10 to 16 passenger van	Privately owned or leased van Driver a vanpool participant	Vehicle ownership costs may be funded by grants or public entity Operating costs covered by user fees	None required Public agencies may support programs	Varies by provider \$40 to \$200 per month	Low
Carpooling	General public; commuters	Tailored to specific origins and destinations	Nor flexible - individual's schedule must match others'	Private auto, sedan	Privately owned auto Driver a carpool participant	No external funding required for carpool	None required Public agencies may support programs	Varies by trip length and number of participants	Low
Commuter Rail	General public; commuters	Premium service - limited stop express Scheduled, fixed route	Flexible with multiple scheduled trips	Passenger rail car	Public vehicle Paid driver	Public funding 50% to 85% typical Eligible for federal and state funding	Special purpose public agency or local or county government	\$6 - \$10 round trip	High for capital and operating costs

4.1 Other Transportation Service Improvement Package Elements

The primary modal approaches have been combined with other elements that are intended to increase the effectiveness of the primary modes but also serve to expand the options for consideration. These other elements include:

- **Park and Ride Facilities:** These are convenient locations along or near the primary commuting corridor to park private autos and connect to some form of public or private transportation which may include vanpools, carpools, and public bus service.
- **Regional Commuter Travel Information:** This is a readily accessible and comprehensive source of information on all commuter transportation options in a defined area. Information includes routing, pick-up points, schedules, fares and fees, and other information necessary for commuters to make decisions regarding mode of travel.
- **Transit Priority Measures:** These are transportation engineering tactics intended to make public transit and ridesharing more attractive to potential users by reducing travel time and improving reliability. Priority measures include strategies such as dedicated transit or high occupancy vehicle (HOV) lanes, bus-on-shoulder operation, traffic signal priority and queue jump lanes.
- **Guaranteed Ride Home:** This service is used in conjunction with public transportation and rideshare options to provide a ride home in case of an emergency (illness, personal crisis), usually a cab ride that is reimbursed up to a certain amount.
- **Destination End Parking:** Vanpooling and carpooling require parking on the destination end, preferably preferential parking to make ridesharing more attractive. This may include free or reduced cost parking closer to the final destination. Public bus transportation does not require parking on the destination end.
- **Destination End Circulation:** This is circulation provided by local transit or shuttles to allow commuters to complete the trip between the drop-off point and their final destination. Vanpools and carpools usually do not require this supplemental service, but it may be required for public bus transportation if the drop off point is remote from final destinations.

Table 4.2 on the following page provides a summary of needed transportation service improvements for each mode. Note: commuter rail was addressed on the analysis completed as part of the *Cedar-Iowa River Rail Transit Project Feasibility Study*.

Table 4.2: Transportation Service Improvements by Mode

Primary Mode	Park and Ride Lots	Transit Priority Measures	Destination End Parking	Destination End Circulation	Regional Transportation User Information System
Public Bus Transportation	Preferred	Preferred; can make transit more attractive and competitive with auto travel	Not necessary	Required	Preferred to publicize service and provide commuters information on options
Private Bus	Preferred	Limited value due to low volume	Not necessary	Not necessary	Not necessary
Intercity Bus	Preferred	Not necessary	Not necessary	Not necessary	Preferred to publicize service and provide commuters information on options
Vanpooling	Preferred	Required; preferential parking preferred	Required; preferential parking preferred	Not necessary	Preferred to publicize service and provide commuters information on options
Carpooling	Preferred	Required; preferential parking preferred	Required; preferential parking preferred	Not necessary	Preferred to publicize service and provide commuters information on options
Commuter Rail	Preferred	Commuter rail on dedicated alignment	Not necessary	Required	Preferred to publicize service and provide commuters information on options

In addition to the Regional Transportation User Information System, carpool and vanpool programs also require ridematching software. The software facilitates the formation of pools of commuters by allowing interested commuters to submit their origins, destinations, and work hours to a database which automates the process of matching commuters with similar patterns.

4.2 Initial Evaluation

The purpose of the initial evaluation is to evaluate the range of public transportation service options to identify the package of improvements that most effectively address the commuter transportation needs. The initial evaluation is followed by a detailed evaluation of the preferred package of improvements to identify the preferred service and operating plan.

4.2.1 Advantages and Disadvantages

The following is an initial comparative evaluation of the Service Improvement Packages citing general advantages and disadvantages of each. A more detailed evaluation follows.

Public bus transportation

Advantages

- Higher capacity with bus capacity of 40 to 50 and multiple trips
- Multiple trips provide greater flexibility for starting and ending work shift times
- Greater flexibility because everyday use is not an expectation; convenient for occasional trips
- Does not require formation of commuter groups; less social
- Uses professional drivers; may be more reliable and safe in inclement weather

Disadvantages

- Higher capital and operating costs
- Usually requires significant public funding
- Requires a public agency for administration and management; such an agency does not currently exist
- Usually has longer overall travel times
- May not be able to provide direct service on destination end

Private bus transportation

Advantages

- Higher capacity with bus capacity of 40 to 50 and multiple trips
- Can be tailored to specific employee and employer needs
- Greater flexibility because everyday use is not an expectation
- Does not require formation of commuter groups; less social
- Uses professional drivers; may be more reliable and safe in inclement weather

Disadvantages

- Higher capital and operating costs
- Usually requires significant private and/or public funding
- Requires commitment from a group of 20 to 50 commuters
- Requires administration and management, usually by the employer
- Closed system, generally not open to the public

Vanpooling

Advantages

- Lower cost; some vanpools do not require external funding
- Can be tailored to specific employee and employer needs
- Can provide direct service on destination end

Disadvantages

- Lower capacity with van capacity of 8 to 16
- Requires commitment from a group of 10 to 16 commuters
- Unattractive to some commuters because it is a social group
- Limited flexibility for starting and ending work shift times
- Requires administration and management, usually by the employer or a public agency

Carpooling*Advantages*

- Lower cost; most cost effective approach
- Tailored to specific employee needs
- Can provide direct service on destination end
- Requires little or no administration and management; can be very informal

Disadvantages

- Lower capacity
- Requires commitment from two to six commuters
- Unattractive to some commuters because it is a social group
- Limited flexibility for starting and ending work shift times

Intercity bus transportation*Advantages*

- Higher capacity with bus capacity of 40 to 50 and multiple trips
- Greater flexibility because everyday use is not an expectation
- Does not require formation of commuter groups; less social
- Uses professional drivers; may be more reliable and safe in inclement weather
- Usually provided by a private for profit company (e.g., Burlington Trailways)

Disadvantages

- Higher user cost (fares) not suitable for commuters
- Service is designed for non-repetitive longer-distance trips
- Usually does not provide direct service on destination end

Commuter rail*Advantages*

- Initial high level of appeal to commuters
- Higher capacity with 140 to 180 seats per car and multiple trips
- Greater flexibility because everyday use is not an expectation

- Does not require formation of commuter groups; less social
- Can be more reliable and safe in inclement weather

Disadvantages

- Highest capital and operating costs
- Would require significant public funding
- Requires a public agency for administration and management; such an agency does not currently exist
- Usually has longer overall travel times, especially with proposed low-speed operation
- May not be able to provide direct service on destination end
- Less route flexibility and overall flexibility to respond to changing needs.

Each of the primary modes summarized previously are common with many successful examples in similar corridors around the country. Private bus transportation is more limited, but can be regarded as a larger vanpool (although a professional driver is required). Inter-city bus transportation is already provided in the I-380 corridor, but is not designed for commuter use. Intercity bus more tailored to commuters would have service and other characteristics similar to public bus transportation. For these reasons it is recommended that intercity bus transportation not be evaluated further.

The University of Iowa manages a vanpool program with about 80 vans, including 10 from the Cedar Rapids urban area. But the service is only available to University (and Hospital) employees. vRide, a private for profit company, manages a small number of vanpools in the study area. One example of a vanpool open to the public is operated by Des Moines Area Regional Transit Authority (DART). Their program started in 1995 and now has about 100 vans serving over 900 commuters; 13 of the vanpools operate between Ames and Des Moines. Carpooling in the corridor is mostly informal; carpooling rates are below levels in similar areas.

In Survey #1, 37 percent of respondents making longer commutes (over 20 miles) favored public bus transportation compared with 24 percent carpooling and 20 percent vanpooling. This likely reflects the advantages public bus has, particularly the flexibility and the absence of a commitment to a social group.

4.3 Conceptual Service Plans

The detailed evaluation of the service alternatives requires the development of conceptual service plans for each of the service improvement packages. For example, for public bus transportation this will include routes, service frequency, number of vehicles, fares, etc. Vanpooling will include an assessment of organizational structures and whether the program is closed (i.e., specifically for employees of a single employer, or open to the public. Commuter rail service was considered in the evaluation based on input from Survey #1. The technical evaluation developed as part of the *Cedar-Iowa River Rail Transit Project Feasibility Study* provided information on service characteristics, capital costs, operating costs and ridership and was used to inform estimates for this study.

4.3.1 Public Interregional Express Bus Service

This 2-way premium express service would operate with a minimum number of stops to minimize travel time and to make the service as competitive as possible with auto commuting. In concept, the service would operate between downtown Cedar Rapids and downtown Iowa City using I-380 and I-80, with stops at North Liberty, Coralville, the University of Iowa Campus and Hospital, and the Iowa City Court Street Transportation Center. It is assumed that the morning southbound trips (serving the Cedar Rapids to Iowa City market) will not stop at the North Liberty park and ride because of the proximity to destinations in Iowa City. The express bus service is intended to serve longer interregional passenger trips. The morning northbound trip (serving the Iowa City to Cedar Rapids market) will stop at all locations. **Figure 4.1** page 75 shows the alignment concept for the route.

The service would rely on park and ride lots as collection points for the dispersed commuter origins and the current transit networks for distribution to destinations not within walking distance of stops. The route would have the following potential stops:

- Cedar Rapids Ground Transportation Center (GTC)
- Kirkwood Community College
- Park and ride near Eastern Iowa Airport (other or additional park and ride lots may be used)
- Park and ride near North Liberty (other or additional park and ride lots may be used)
- Coralville Intermodal Facility
- University of Iowa, Newton Road and Elliot Drive
- University of Iowa Hospitals and Clinics, Hawkins Drive and Hospital Loop Drive
- Iowa City Court Street Transportation Center

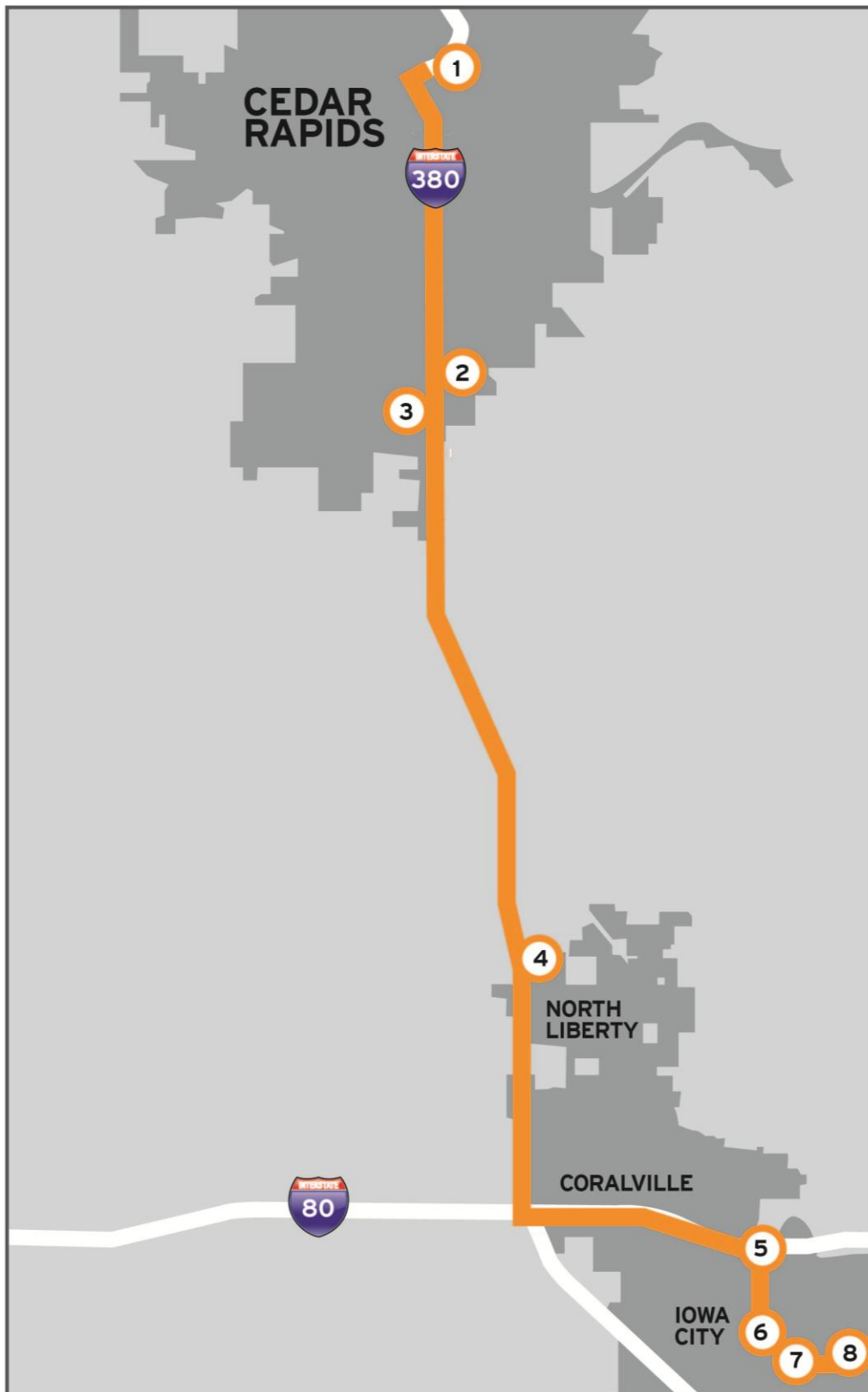
It was determined that the express service could achieve a running time of approximately 66 minutes which is about 12 to 13 minutes longer than a comparable auto trip. This ratio of transit time to auto time of 1.25 is well within the range of attractive transit service. Four operating plans with varying service frequency were developed for the express service to illustrate a range of possibilities:

- Bus Option 1, 15 minute service during the peak periods
- Bus Option 2, 30 minute service during the peak periods
- Bus Option 3, 60 minute service
- Bus Option 4, 1 trip during the peak periods

To compare ridership and costs, the commuter rail service options identified in the *Cedar-Iowa River Rail Transit Project Feasibility Study* were used for a new interregional passenger rail service between Cedar Rapids and the Iowa City area through North Liberty. For comparison, cost and ridership figures were adjusted to 2014. This study identified two service scenarios.

- Scenario 1, two morning and two evening trips separated by two hours
- Scenario 2, six morning and six evening trips at 30 minute headways

Figure 4.1: Conceptual Public Interregional Express Bus Alignment and Stops



Public Bus Operating Plan Options

For bus options 1 through 3, the service was assumed to operate only during the work week at peak periods, 5 a.m. to 9 a.m. and 3 p.m. to 7 p.m. Midday service would not be operated initially. A guaranteed ride home program could cover the need for occasional commuter travel during the midday period. As the service matures and becomes successful midday service could be added.

More frequent service (i.e., more bus trips) would add transit capacity and convenience. Commuters are very sensitive to service frequency. Survey responses indicated that trips should operate at least every 30 minutes during the peak periods. The proposed service would use standard 40 passenger transit buses. The addition of amenities such as public WiFi and power outlets are popular with commuters and add to the attractiveness of the service. This type of express service has been shown to be effective in attracting commuter trips from lower density outlying residential areas in other metropolitan areas such as the regional K-10 Connector service that runs between Johnson and Douglas Counties in suburban Kansas City.

Capital and Operating Costs

To estimate the operating costs for each service option conceptual service plans were developed considering running time, service frequency and service span. The service plans provided an estimate of the number of vehicles required and the number of vehicle revenue hours. Operating cost was estimated by applying a unit cost per vehicle hour of \$107.35 taken from Cedar Rapids Transit's 2014 operating costs.

Capital costs include the cost of procuring vehicles, facilities for storage and maintenance and the cost of park and ride lots.

Estimating Demand for Service

As part of the analysis of commuter demand leading to the identification of transportation needs, a matrix of commuter origins and destinations was developed for the study area using 2006-2010 CTTP data to estimate commuter demand. This analysis is provided in **Section 2.2** on pages 16 to 23. This analysis concluded that there are 3,371 commuters traveling from the Iowa City Metropolitan Area to the Cedar Rapids Metropolitan Area, and 4,159 commuters travelling from the Cedar Rapids Metropolitan Area to the Iowa City Metropolitan Area during the peak periods, using I-380.

Ridership estimates were prepared using data from the public surveys conducted as part of the ICTS. Several conditional questions were asked to allow more detailed examinations of commuter preferences for public bus transportation. In this manner it was possible to account for factors such as proximity to the route and stops, sensitivity to service variables such as frequency and travel time and fare level. It is then possible in the interpretation of the survey data to estimate the potential usage as the actual service attributes deviate from the "ideal." A very high percentage of commuters would use a transit service that was very frequent, stopped near their place of residence and work, had a travel time similar to auto and had a low fare. The challenge is estimating usage on a service that has different service levels. The responses from the conditional survey were used for this estimation.

4.3.2 Commuter Rail

Commuter rail in the study area has been studied in the past, most recently in the 2006 *Cedar-Rapids River Rail Transit Project Feasibility Study* prepared by R.L. Banks. Information and conclusions developed in the 2006 study were updated and used for the evaluation. The 2006 study was a follow-on study drawing from a 1995 study of passenger rail in the corridor. The evaluation for the ICTS does not include any new analysis of passenger rail; rather the 2006 study is be relied on.

The following outlines the methodology for the commuter rail service option.

- The 2006 study provides information on alignments, stops, operating plan, ridership, capital and operating costs.
- The 2006 cost estimates are extrapolated forward to 2014 dollars for purposes of assessing costs and cost effectiveness.
- Ridership estimates are taken from the 2006 study.
- The 2006 study identified three potential rail lines: 1) Cedar Rapids (Eastern Iowa Airport) to Iowa City; 2) North Liberty to Iowa City; 3) special events service to the Amana Colonies area. The ICTS evaluation considers only the Cedar Rapids – Iowa City line because it is potentially relevant to the purpose of the ICTS.

Alignment and Stations

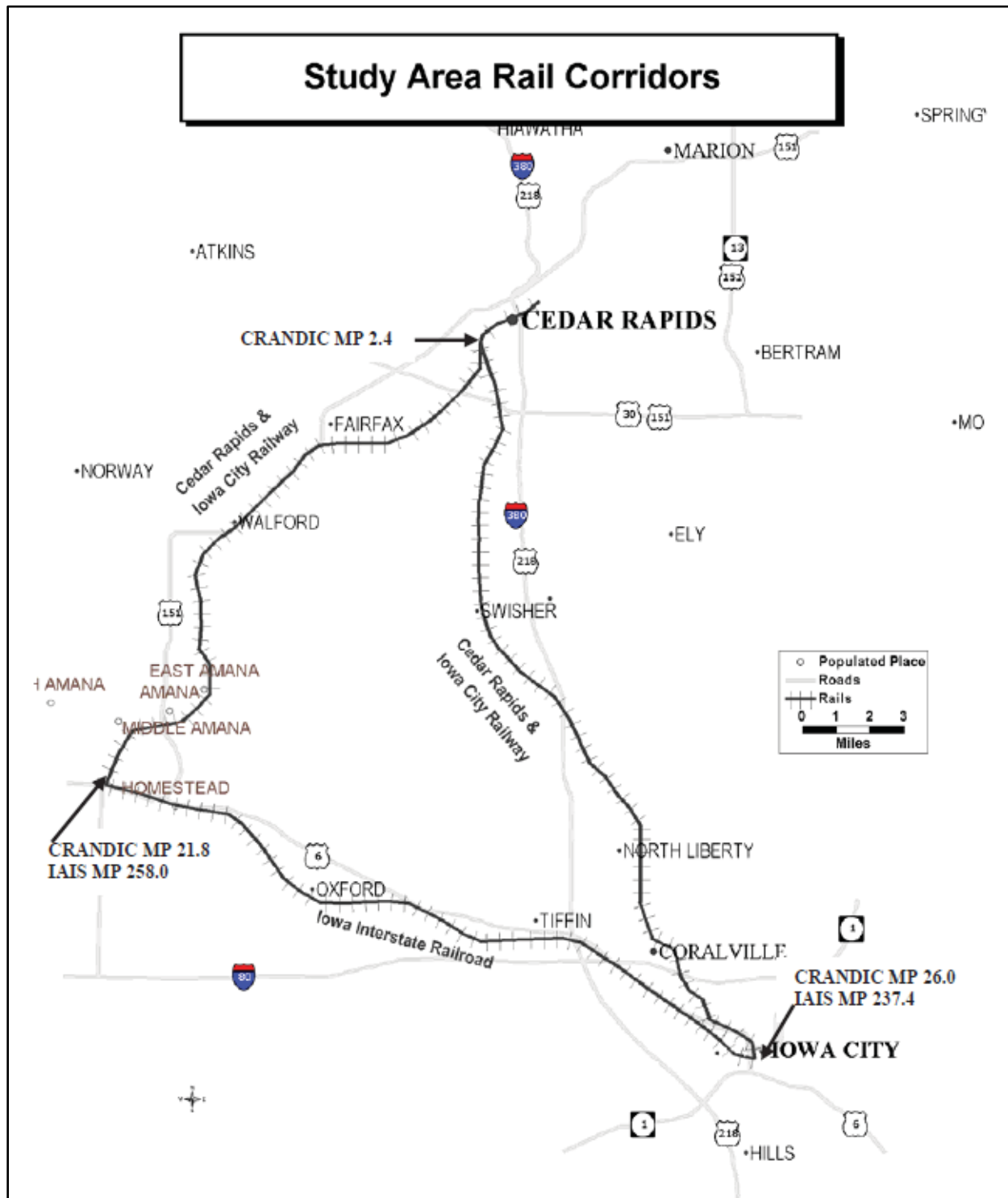
Figure 4.2 on the following page shows the three alignments studied in the 2006 study. Only the 27 mile long Cedar Rapids – Iowa City line was included in the ICTS evaluation. Six station locations shown below were proposed in the 2006 study.

- Eastern Iowa Airport (northern terminus)
- Swisher
- North Liberty
- Coralville
- Riverside Drive (Iowa City)
- Court Street (Iowa City) (southern terminus)

Service Plan

The following summarizes the service plan used in the 2006 study. Two service plan scenarios were developed, an initial one for 2006 and a future scenario with higher service levels. The two scenarios differently significantly in service level, travel time (speeds) and cost.

Figure 4.2: Passenger Rail from 2006 Cedar-Rapids River Rail Transit Project Feasibility Study



Year 2006 Service Plan

- Equipment: Locomotive and coaches operating in push-pull configuration or diesel multiple unit (DMU) cars
- Maximum speed: 30 mph
- Running time including stops: 50 minutes
- Headway: Two hours
- Days of operation: weekdays
- Level of service:
 - Morning: two southward trips and one northward trip
 - Evening: two northward trips and one southward trip
 - All trips can be provided using one set of equipment

Year 2030 Service Plan

- Equipment: Locomotive and coaches operating in push-pull configuration or DMU cars
- Maximum speed: 55 mph
- Running time including stops: 33 minutes
- Peak Headway: weekdays, 30 minutes; weekends, 60 minutes
- Levels of service (weekdays):
 - Morning: six trains, each direction on 30-minute headways
 - Midday: headway of 90 minutes (one set of equipment)
 - Evening: six trains each direction on 30 -minute headways
- Levels of service (weekends):
 - Morning: three trains, each direction on 60-minute headways
 - Midday: headway of 90 minutes (one set of equipment)
 - Evening: three trains, each direction on 60-minute headways

Capital Cost

These costs include railroad infrastructure such as the rail and ties, signals and switches; stations, rollingstock and facilities. The summary totals are shown in the table below. 2006 figures were taken from the 2006 R.L. Banks study; these costs were increased by 3 percent per year to reflect 2014 dollars.

Table 4.3: Commuter Rail Capital Costs

Scenario	2006 Dollars	2014 Dollars
Scenario 1 Initial Service Plan	\$21,407,000	\$27,118,000
Scenario 2 Enhanced Service Plan	\$35,281,000	\$44,693,000

Operating Cost

The annual operating costs include labor, fuel, trackage rights fees and insurance. The summary totals are shown in **Table 4.4** below. 2006 figures were taken from the 2006 R.L. Banks study; these costs were increased by 3 percent per year to reflect 2014 dollars.

Table 4.4: Commuter Rail Annual Operating Costs

Scenario	2006 Dollars	2014 Dollars
Scenario 1 Initial Service Plan	\$5,014,000	\$6,352,000
Scenario 2 Enhanced Service Plan	\$11,960,000	\$15,151,000

The daily ridership figures for “Total Line” shown below in **Table 4.5** include short trips project to occur between North Liberty, Coralville and Iowa City. The figures for “Cedar Rapids” represent longer inter-regional trips.

Table 4.5: Daily Ridership (total boardings – two-way ridership)

Scenario	Total Line	Cedar Rapids
Scenario 1 Initial Service Plan	837	255
Scenario 2 Enhanced Service Plan	1,991	706

The increase in ridership from Scenario 1 to Scenario 2 reflects the change in service level and the projected increase in commuter travel in the corridor.

4.3.3 Comparison of Public Bus and Commuter Rail Options

Tables 4.6, 4.7 and 4.8 below show estimates of ridership, operating costs, and capital costs for each public bus alternative and commuter rail option. Table 4.6 below provides a breakdown of the annual operating costs for each service option, drawing the annual cost estimate from a calculation using annual vehicle revenue hours and the cost/hour. Revenue hours refers to the hours that the vehicle is in service, available to the public and can be collecting fares or payment for service. The operating cost estimates were based on a unit cost per vehicle hour of \$107.35 taken from Cedar Rapids Transit's 2014 operating costs. Operating costs include all labor for drivers, mechanics, administration and supervision, fuel, maintenance supplies, insurance and other reoccurring costs associated with the day-to-day operation. These costs are typically presented as an annual cost.

Table 4.6: Public Bus Operating Costs

Option	Service Plan	Operating Vehicles	Revenue Hours		Cost/Hour	Annual Operating Cost
			Weekday	Annual		
Bus Option 1	15 Minute Peak Service	10	76	19,312	\$107.35	\$2,073,000
Bus Option 2	30 Minute Peak Service	5	38	9,656	\$107.35	\$1,037,000
Bus Option 3	60 Minute Peak Service	3	23	5,848	\$107.35	\$628,000
Bus Option 4	1 Trip Peak Service	1	5	1,163	\$107.35	\$125,000

Table 4.7 on the following page provides the estimated public bus capital costs. Capital costs are typically presented as a one-time cost for the acquisition of buses and other equipment and the construction or acquisition of vehicle storage and maintenance facilities. The parking space unit cost was adapted from information assembled for the *Iowa Park and Ride System Plan* conducted by the Iowa DOT. The figures assume land acquisition in a metropolitan area, paved lots, space for setbacks, passenger amenities and a drive and bay for the bus. The total parking cost includes the parking space unit cost multiplied by the number of estimated spaces for each service option. The "Other and Contingency" category in Table 4.7 covers the cost of spare parts, specialized maintenance equipment, office equipment and other ancillary items.

Table 4.7: Public Bus Capital Costs

Option	Service Plan	Total Vehicles	Vehicle Unit Cost	Total Vehicle Cost	Facilities Cost	Park & Ride Lots (spaces)	Parking Space Unit Cost	Total Parking Cost	Other & Contingency	Total Capital Cost
Bus Option 1	15 Minute Peak Service	12	\$429,000	\$5,148,000	\$2,400,000	350	\$6,403	\$2,241,000	\$979,000	\$10,768,000
Bus Option 2	30 Minute Peak Service	6	\$429,000	\$2,574,000	\$1,200,000	250	\$6,403	\$1,601,000	\$538,000	\$5,913,000
Bus Option 3	60 Minute Peak Service	4	\$429,000	\$1,716,000	\$800,000	70	\$6,403	\$448,000	\$296,000	\$3,260,000
Bus Option 4	1 Trip Peak Service	2	\$429,000	\$858,000	\$400,000	20	\$6,403	\$128,000	\$139,000	\$1,525,000

The cost per rider estimate includes both operating and capital costs using the procedure developed by Federal Transit Administration (FTA) for their New Starts program. In this procedure capital costs are annualized given a discount rate and an economic life for all capital assets using the FTA Standard Cost Categories (SCC) worksheet. FTA implemented the SCC to establish a consistent format for the reporting, estimating, and managing of capital costs for transit projects. SCC worksheets which break down annualized capital costs for each option is provided in **Appendix C**. Daily ridership is measured as passenger boardings representing two daily one-way trips made by one commuter.

Table 4.8: Public Transportation Financial Performance – 2014 dollars

Service Option	Daily Ridership Round-trip	Annual Operating Cost	Capital Cost	Cost Per Rider
Bus Option 1	901	\$2,073,000	\$10,768,000	\$12.14
Bus Option 2	563	\$1,037,000	\$5,913,000	\$9.84
Bus Option 3	124	\$628,000	\$3,260,000	\$27.09
Bus Option 4	45	\$125,000	\$1,525,000	\$20.50
*Commuter Rail Scenario 1	1,025	\$6,352,000	\$27,118,000	\$27.12
*Commuter Rail Scenario 2	2,438	\$15,151,000	\$44,693,000	\$26.50

**Note: The capital costs for the commuter rail options are based on the 2006 Cedar-Iowa River Rail Transit Project Feasibility Study and were grown to year 2014 dollars for comparison.*

As shown in **Table 4.8**, the cost per rider of either rail service scenario is significantly greater than comparable bus options 1 and 2. A worksheet detailing the cost per rider calculation is provided in **Appendix C**.

Table 4.9 below shows cost and revenue estimates for the 30 minute frequency option, Option 2. The capital cost provided in this table excludes the cost of the vehicle storage and park and ride facilities.

Table 4.9 Public Transportation Bus Option 2 Costs and Revenues – 2014 dollars

Service Option	Daily Ridership Round-trip	Annual Operating Cost	Capital Cost	Cost Per Rider
Bus Option 1 High Estimate	563	\$1,037,000	\$2,831,000	\$9.09
Bus Option 2 Low Estimate	563	\$676,000	\$990,000	\$5.36

**Note: Capital costs only include vehicles costs and 10 percent contingency.*

These figures are shown as a range reflecting the uncertainty of estimating costs for a service that is defined only conceptually, and the fact that there are many different ways to deliver the service, all of which have different cost implications. For example, the Low Estimate in **Table 4.9** assumes a lower cost bus which assumes a used bus rather than a new bus assumed in the High Estimate. The Low Estimate bus cost was \$150,000 versus \$429,000 for the High Estimate. Included in the capital cost estimate is a 10 percent contingency. Also the operating cost assumes a rate of \$70 per hour which reflects the cost of a private contract operator. The capital costs in **Table 4.7** on the previous page include costs for vehicles, vehicle storage as well as park facilities.

Table 4.10 below shows estimated passenger revenue given the ridership estimate and an assumed fare of \$7.00 per round trip inclusive of all discounts. The table also includes the estimated annual operating funding needed calculated as the difference between the operating cost and the estimated passenger revenue. This is the amount that would require external funding (i.e., operating subsidy).

Table 4.10: Public Transportation Financial Performance – 2014 dollars

Service Option	Annual Ridership	Round Trip Fare	One-Way Fare	Annual Revenue	Annual Operating Cost	Potential Operating Subsidy
Bus Option 1	229,691	\$7	\$3.50	\$804,000	\$2,073,000	\$1,269,000
Bus Option 2 Low Estimate	143,557	\$7	\$3.50	\$502,000	\$676,000	\$174,000
Bus Option 2 High Estimate	143,557	\$7	\$3.50	\$502,000	\$1,037,000	\$535,000
Bus Option 3	31,582	\$7	\$3.50	\$111,000	\$628,000	\$517,000
Bus Option 4	11,485	\$7	\$3.50	\$40,000	\$125,000	\$85,000
*Commuter Rail Scenario 1	261,396	\$7	\$3.50	\$915,000	\$6,352,000	\$5,437,000
*Commuter Rail Scenario 2	621,791	\$7	\$3.50	\$2,176,000	\$15,151,000	\$12,975,000

4.3.4 Subscription Public Bus Service

This is a variant of the public bus transportation option. A subscription bus is tailored to the commuter needs of a specific locale or even a single employer. Large employers sometimes have a need to move a relatively large number of employees, 20 to 30 or more, from an origin area to the workplace. In concept the service works similar to a vanpool except the vehicle is larger, usually a small to medium size bus, and the driver is a professional rather than one of the commuters.

The design and operation of a subscription bus is very flexible. Often the service consists of one trip to the workplace and a return trip after the workday. The route can be designed to access the largest number of employees, with a park and ride lot is typically used as a collection point. The service can be limited to employees of a single company, or can be open to the public, and serve multiple employers.

The Whirlpool manufacturing plant near the Amana Colonies is an example of a location that may be effectively served by a subscription bus. With a current workforce of 2,200 and growing, and a location remote from large numbers of employees, the plant would benefit from a more structured approach to commuter options. However, the low density area of the plant cannot support regular fixed route transit service.

Costs can be expected to range from \$40 to \$70 per vehicle hour. The provision of buses could be included in a “turnkey” contract. A turnkey contract refers to an approach that provides a service that is complete and ready for revenue service. The contractor would provide the buses and other necessary capital items as well as a complete operating package. The total cost of a daily one-trip service would be in the range of \$60,000 to \$110,000 annually depending on details such as trip length, vehicle type, etc. This type of service can be very cost effective because contract operators can often operate the service on the margin, and the delivery does not require significant overhead and support.

Usage of subscription bus service is wholly dependent on the particulars of each application.

4.3.5 Public Vanpool Program

To meet the needs of dispersed origins, particularly in the rural areas not directly served by the I-380 corridor, a public regional vanpool program should be considered. This program would complement the proposed interregional express bus service and address service gaps of existing private vanpools by providing a service open to the public to provide efficient and cost-effective employment transportation for commuters with dispersed origins. Vanpools generally consist of 5 to 15 people, including a volunteer driver-member, that elect to commute together in a van. Vanpooling is distinguished from carpooling not only by size, but also by the greater degree of management and institutional involvement required.

Most vanpool programs do best where one-way trip lengths exceed 20 miles, where work schedules are fixed and regular, where employer size is sufficient to allow matching of 5 to 12 people from the same residential area, where public transit is inadequate, and where some congestion or parking problems exist. These conditions exist in the study area, particularly in the I-380 corridor.

Two vanpool programs are currently provided in the study area. The University of Iowa provides a program that is limited to university employees with 80 vanpools including 15 in the I-380 corridor from

the Cedar Rapids area. A private firm, vRide provides private vanpool service, however, it is up to individuals who live and work in the same areas to collectively organize.

An expanded public vanpool program can take different forms.

The vanpool program could be operated by an existing transit service operator or other agency eligible to receive federal and state funding. The benefit of this is that the operator could use federal and state transit funding for vehicle acquisition thereby lowering the cost to the commuter. The program requires administrative and management support to handle responsibilities such as vehicle acquisition, defining program policies and procedures, training drivers, assisting in ridematching and program accounting.

Alternatively, an agency could contract with a private firm such as vRide to handle all operational aspects of the program. The advantage of this approach is the private firm would provide vans, ridematching service, administration and management and marketing. Minimal oversight from a public agency would be required rather than a full complement of staff.

Vanpool Costs

There are two perspectives on vanpool costs, the users' perspective and the other operator's perspective.

Vanpool user fees vary by length of the commute trip, size of the vehicle (or number of participants), and the type of program – public or private, employer based, etc. Some public programs are subsidized, which would mean the service is provided for less than the actual cost. This allows for lower user fees which should result in higher usage. **Table 4.11** below shows user fees for van pooling in the Cedar Rapids – Iowa City area.

Table 4.11: Vanpool Monthly User Fees – 50 to 60 Mile Round Trip

Program	11 - 14 Passengers	5 - 6 Passengers
University of Iowa	\$70	\$130
vRide	\$178	\$178
DART - Des Moines	\$88	\$131
KCATA - Kansas City	\$110	\$110

The University program's cost is partially underwritten by the University allowing for lower fees. Fees for DART and the Kansas City Area Transportation Authority (KCATA) are shown to provide information on vanpools programs provided by regional transit agencies as part of a regional public transportation policy. Typically agency operated programs cover some costs through grants or local transit funding. The Des Moines Area Regional Transit Authority's vanpool program currently includes 90 public vanpools, with annual operating costs being covered by the fare revenue. The cost of DART's guaranteed ride home program is approximately \$5,000 - \$6,000 per year.

From the provider's perspective program operating costs include direct costs such as van maintenance, fuel, insurance and licensing, and indirect costs such as staff support, advertising and promotion and administrative functions. Operating costs typically are in the range of \$10,000 to \$12,000 per vanpool, although program costs vary widely. The capital cost of the vans is either realized as an outright purchase cost, or a lease cost. Vans typically cost in the range of \$35,000 to \$40,000 per vehicle.

As previously mentioned, there is no reliable means to estimate the demand for vanpooling, however Survey #1 and Survey #2 revealed a high level of interest among survey respondents in vanpooling (and carpooling). Moreover, much of the study area outside of the urban areas does not currently have commuter transit service and likely will not be able to support transit in the foreseeable future.

Table 4.12 below shows operating and capital costs for vanpool programs of 50 vans and 100 vans as an illustration of vanpool programs in the study area. The table also shows the potential for revenue generation assuming a user fee of \$80 per month. As shown, it is possible for fees at the \$80 per month rate to cover a very high percentage of the operating costs. In practice user fees would be set to achieve program policies regarding cost recovery.

Table 4.12: Vanpool Operating and Capital Costs

Program Size	Participants	Capital Cost	Annual Operating Cost	Revenue at \$80
50 vans	600	\$1,925,000	\$650,000	\$576,000
100 vans	1,200	\$3,850,000	\$1,300,000	\$1,152,000

4.3.6 Public Carpool Program

Employers and stakeholders have noted their desire for a centralized ride matching platform. This would need to be integrated into existing platforms and would need to be actively promoted by sponsoring agencies. A carpool program can be implemented less expensively than other programs and is recommended because of its ease of implementation and cost effectiveness. A formal carpool program is a natural element of a commuter transportation program. Employers and stakeholders have noted their desire for a centralized ridematching system. This would need to be integrated into existing programs and would need to be actively promoted by sponsoring agencies. Financial performance measures have not been provided for vanpools and carpools. Vanpooling and carpooling do not lend themselves well to the quantitative analyses common to many transportation strategies; demand modeling of these modes has never met with much success.

4.3.7 Park and Ride Facilities

Initially, two park and ride locations are identified for the service near the Eastern Iowa Airport and one to serve the City of North Liberty. The Iowa DOT and the lead local agency should evaluate candidate locations in existing public property or right of way. If no public property is available to develop a park and ride structure, the Iowa DOT and lead local agency could enter into a no-cost lease agreement with a local business owner and/or acquire property and develop a formal park and ride

4.4 Evaluation Summary

Evaluation measures were identified based on best planning practices for similar public transportation systems as well as objectives and expectations developed through interactive discussion with the Advisory Group, public and input through the electronic surveys. The first part of the evaluation is based on the Transportation Needs outlined in **Section 2.4**. The second part of the evaluation is based on more quantitative measures including an evaluation of capital costs, operating costs and ridership identified in the previous section. This evaluation included an analysis of conceptual operating plans for commuter rail and public bus transportation outlined in the previous section. The evaluation of vanpool and carpool is based on typical costs for similar programs. **Figure 4.3** on the following page summarizes the evaluation using a consumer reports-type rating system.

4.4.1 Evaluation Results

Based on the initial and detailed service evaluation, as well as input received from Survey #2, the following service improvements are recommended to be considered for implementation:

- **Public Interregional Express Bus Service:** A new interregional fixed route bus service connecting Cedar Rapids, North Liberty, Coralville and Iowa City. Several viable service options have been identified as part of the analysis, however, the final service plan would need to be determined based on available funding and financing.
- **Subscription Bus Service:** This service can be tailored to the commuter needs of a specific locale or even a single employer and would be ideal to serve large employers.
- **Public Vanpool Program:** This program would complement the proposed interregional express bus service and address service gaps of existing private vanpools by providing a service open to the public to provide efficient and cost-effective employment transportation for commuters with dispersed origins. Capital and operating costs have been provided for a program to support 50 or 100 vans. Survey #1 and #2 identified a high interest in a public vanpool program. However, the scale of the future program should be based on more detailed discussions and potential commitments with major employers and perspective riders.
- **Public Carpool Program:** A formal sharing of rides using one of the participant's private automobile. This program would need to be integrated into existing platforms and would need to be actively promoted by sponsoring agencies.

The cost per rider of either rail service scenario is significantly greater than the comparable public express bus service option. Therefore, at this time, the commuter rail service is not recommended to be pursued in as part of the preferred service improvements the short or mid-term. However, as pointed out in the *Cedar-Iowa River Rail Transit Project Feasibility Study*, the communities may reevaluate in the future as the region grows.

The simplify the evaluation and eliminate redundant evaluation measures, the Study Needs, Objectives and Expectations statements were collapsed into smaller categories based on similar characteristics and potential outcomes. Additionally, several technical measures were included based on best practices for evaluating service and infrastructure improvements.

Figure 4.3: Evaluation Summary Matrix

Legend	Study Needs, Objectives, and Expectations	Inter-City Passenger Rail	Public Bus Transportation	Private Bus Transportation	Vanpooling	Carpooling
<div> <div>●</div> <div>Most Effective</div> </div> <div> <div>◐</div> <div>↕</div> <div>◑</div> <div>Least Effective</div> </div>	Addresses safety of I-380	◐	◐	●	◐	◐
	Minimizes Single Occupant Vehicle Commuting	◐	◐	●	◐	◐
	Benefits local employers by widening the available labor pool	◐	◐	◐	◐	◐
	Enhance regional ability and expand job opportunities	◐	◐	◐	◐	◐
	Address the needs of student commuter transportation	◐	◐	◐	◐	◐
	Addresses Negative environmental effects of increasing traffic volumes	◐	◐	●	◐	◐
	Technical Measures					
	Travel times that are competitive with the Single Occupant Vehicle	◐	◐	◐	◐	◐
	Ability to serve multiple markets (urban, rural, etc.)	●	◐	◐	◐	◐
	Operating costs	●	◐	◐	◐	◐
	Capital costs	●	◐	◐	◐	◐
	Ridership/usage	◐	◐	◐	◐	◐
	Cost of the improvements justify the benefits (cost per rider)	●	◐	◐	◐	◐
	Ease of implementation	●	◐	◐	◐	◐

5.0 Funding and Financing of Transportation Improvements

Obviously none of the improvements can be realized without a funding mechanism. It is not intended for the ICTS to create a specific funding plan for the Commuter Transportation Improvements, rather potential approaches were considered to initiate a regional discussion that would lead to a funding plan. There are a variety of funding sources which the state, counties, cities, government agencies, local service providers, and employers can pursue to meet the financial needs of the proposed recommendations. If current trends continue, Federal transit funding is likely to continue to be flat or even decline. State and local funding is also constrained with the challenge of meeting multiple needs.

5.1 Analysis

Tables 5.1, 5.2, 5.3 and 5.4 provide a summary of potential federal, state and local funding sources and public private partnerships with a description of eligible elements and general requirements. A full description of each funding mechanism is included in the following pages

Table 5.1: Federal Funding and Financing Mechanisms

Funding Mechanisms	Eligible Costs	Requirements	Advantages	Disadvantages
Federal Funding and Financing Mechanisms				
FTA Section 5307	<ul style="list-style-type: none"> Capital Operating 	<ul style="list-style-type: none"> Urbanized areas 	<ul style="list-style-type: none"> Flexibility; most programs of the type recommended are eligible Distributed on a formula basis 	<ul style="list-style-type: none"> Limited funds already used for current programs Competing needs
FTA Section 5339	<ul style="list-style-type: none"> Capital 	<ul style="list-style-type: none"> 20 percent local match 	<ul style="list-style-type: none"> Funding to replace, rehabilitate and purchase buses and related equipment and bus facilities 	<ul style="list-style-type: none"> Limited funds already used for current programs Competing needs Discretionary program
TIGER	<ul style="list-style-type: none"> Planning Capital Operating 	<ul style="list-style-type: none"> Local sponsor 	<ul style="list-style-type: none"> Applicability to a wide variety of project 	<ul style="list-style-type: none"> Discretionary program; highly competitive One-time funding
CMAQ	<ul style="list-style-type: none"> Planning Capital Operating 	<ul style="list-style-type: none"> Establish clear nexus of project to reduction in emissions 	<ul style="list-style-type: none"> Common funding source for public transit programs Distributed by Iowa DOT 	<ul style="list-style-type: none"> Limited funds Competing needs
Surface Transportation Program	<ul style="list-style-type: none"> Capital 	<ul style="list-style-type: none"> Discretionary 	<ul style="list-style-type: none"> Distributed by Iowa DOT Popular source for infrastructure projects 	<ul style="list-style-type: none"> Limited funds Many competing needs

Federal Funding and Financing Mechanisms (Continued)

Funding Mechanisms	Eligible Costs	Requirements	Advantages	Disadvantages
Federal Funding and Financing Mechanisms				
FTA Section 5310	<ul style="list-style-type: none"> • Planning • Capital • Operating 	<ul style="list-style-type: none"> • Must serve elderly and persons with disabilities 	<ul style="list-style-type: none"> • Would help ensure project meets the transportation needs of those with disabilities • Distributed by Iowa DOT 	<ul style="list-style-type: none"> • Limited funds • Many competing needs
FTA Section 5311	<ul style="list-style-type: none"> • Capital • Operating 	<ul style="list-style-type: none"> • Rural areas with fewer than 50,000 residents 	<ul style="list-style-type: none"> • Activities under the former JARC program, which focus on providing services to low-income access jobs are now eligible. • Distributed by Iowa DOT 	<ul style="list-style-type: none"> • Limited funds • Many competing needs
FTA Section 5311(f)	<ul style="list-style-type: none"> • Capital 	<ul style="list-style-type: none"> • Rural intercity bus provider 	<ul style="list-style-type: none"> • Addresses rural intercity transportation needs 	<ul style="list-style-type: none"> • Limited applicability

Table 5.2: State Funding and Financing Mechanisms

Funding Mechanisms	Eligible Costs	Requirements	Advantages	Disadvantages
State Funding and Financing Mechanisms				
State Transit Assistance Program	<ul style="list-style-type: none"> • Planning • Capital • Operating 	<ul style="list-style-type: none"> • Public Transit Agency 	<ul style="list-style-type: none"> • Direct users pay • Distributed by Iowa DOT 	<ul style="list-style-type: none"> • Limited funds • Many competing needs
Public Transit Infrastructure Grant Program	<ul style="list-style-type: none"> • Capital 	<ul style="list-style-type: none"> • Public Transit Agency 	<ul style="list-style-type: none"> • Common funding source for public transit facility construction, expansion, or renovation • Distributed by Iowa DOT 	<ul style="list-style-type: none"> • Limited funds • Many Competing needs
Capital Match Revolving Loan	<ul style="list-style-type: none"> • Capital 	<ul style="list-style-type: none"> • Public Transit Agency 	<ul style="list-style-type: none"> • No interest loan • Distributed by Iowa DOT 	<ul style="list-style-type: none"> • Limited funds • Many competing needs
Iowa Economic Development Authority	<ul style="list-style-type: none"> • Capital • Operating 	<ul style="list-style-type: none"> • CDBG funds • Additional funding under consideration 	<ul style="list-style-type: none"> • Applicability to projects serving employment transportation needs 	<ul style="list-style-type: none"> • Limited funds • Many competing needs

Table 5.3: Local Funding and Financing Mechanisms

Funding Mechanisms	Eligible Costs	Requirements	Advantages	Disadvantages
Local Funding and Financing Mechanisms				
Regional Transit District	<ul style="list-style-type: none"> Planning Capital Operating 	<ul style="list-style-type: none"> County with a population of 175,000 or more and contiguous counties 	<ul style="list-style-type: none"> Regional participation in costs and funding Funding stream could apply beyond initial program 	<ul style="list-style-type: none"> Represents a new tax Would require regional cooperation on a level not previously attained Requires new legislation and longer lead time
User fees	<ul style="list-style-type: none"> Operating Capital 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Direct users pay Ease of revenue collection 	<ul style="list-style-type: none"> Limited revenues
General Revenue	<ul style="list-style-type: none"> Planning Capital Operating 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Few requirements 	<ul style="list-style-type: none"> Budgets tight Many competing needs
City or County Sales Tax	<ul style="list-style-type: none"> Capital Operating 	<ul style="list-style-type: none"> Voter approval 	<ul style="list-style-type: none"> Generates significant revenue at low rates Easy to administer Successfully in many other metro areas 	<ul style="list-style-type: none"> Represents a new tax Hurts retailers Subject to economic cycles Can be regressive
City or County Property Tax	<ul style="list-style-type: none"> Capital Operating 	<ul style="list-style-type: none"> Voter approval 	<ul style="list-style-type: none"> Broad coverage Easy to administer Generates significant revenue at low rates More reliable than sales tax 	<ul style="list-style-type: none"> Generally unpopular with taxpayers Heavy competition (schools, parks, etc.)
Motor Fuel Tax	<ul style="list-style-type: none"> Capital Operating 	<ul style="list-style-type: none"> State action 	<ul style="list-style-type: none"> Significant revenues from small increment Easy to administer 	<ul style="list-style-type: none"> Revenues subject to decline as fuel economies improve
Vehicle Registration Tax	<ul style="list-style-type: none"> Capital Operating 	<ul style="list-style-type: none"> State action 	<ul style="list-style-type: none"> Easy to administer 	<ul style="list-style-type: none"> No direct link to transit Regressive depending on structure
Business Taxes	<ul style="list-style-type: none"> Operating 	<ul style="list-style-type: none"> Approval of elected officials 	<ul style="list-style-type: none"> Allows employers to cover the cost of commuter programs 	<ul style="list-style-type: none"> Unpopular with businesses Potential disincentive for business location decisions

Table 5.4: Public/Private Partnerships

Funding Mechanisms	Eligible Costs	Requirements	Advantages	Disadvantages
Public/Private Partnerships				
Transportation Management Association	<ul style="list-style-type: none"> Planning Capital Operating 	<ul style="list-style-type: none"> Agreement between businesses, transit providers, government agencies, etc. 	<ul style="list-style-type: none"> Allow small employers to provide commuter services comparable to those offered by large companies 	<ul style="list-style-type: none"> Need broad based support from local businesses including demonstrating clear need and benefits
Direct grants or contract payments	<ul style="list-style-type: none"> Capital Operating 	<ul style="list-style-type: none"> Agreement with employers to directly share a portion of the costs of public transportation services 	<ul style="list-style-type: none"> Direct users pay 	<ul style="list-style-type: none"> Likely limited to largest employers with specific needs

5.2 Conclusion

Current federal, state and local funding is limited with many competing needs. Additionally, potential new local sources such as sales or property tax would require voter approval. Eighty-six percent of respondents in Survey #1 said they may be willing, depending of the type of revenue generating approach, to support a future increase in public funding for interregional public transportation improvements. However, it is also acknowledged that these improvements would need to compete with other local and regional priorities. If these types of sources were pursued, the benefits of the improvements, as stated in **Section 1.3** on page 2, would need to be clearly explained to the public. A regional transit district provides support for one or more transit systems in an Iowa county with a population of 175,000 or more (which would include Linn County) and contiguous counties (if in agreement) to levy a tax for public transportation services. Currently DART in Des Moines is the only system doing this in Iowa. Additional options include public-private partnerships such as Transportation Management Associations (TMAs). Even without a formal partnership like a TMA, major employers should be asked to participate by buying passes for employees and/or organizing and subsidizing vanpool or carpool program.

Phasing and scaling the improvement can make the funding requirements less daunting. An option that should be considered is to secure one-time capital funding for an initial pilot demonstration of the public transportation component. Although limited, state or federal highway funding may be accessed due to the benefits to mobility in general and I-380 in particular. There may be the potential to use federal and state highway mitigation funding as part of future I-380 improvements, including the I-380/80 interchange.

Table 5.5 below shows the funding requirements for the full implementation of the Commuter Transportation Improvements, and a scaled down initial phase of the program. The capital costs include purchasing six 40 passenger transit vehicles. In the initial phase, the service will use existing stops and shared use park and ride facilities. The low cost option includes lower cost transit vehicles and the high cost includes new transit vehicles. In operations, the low estimate assumes a private operator and the high estimate is based on typical costs for existing service providers. The intent is to show a range for the required funding. The costs for the transit and vanpool programs are taken from Chapter 4.

Table 5.5: ICTS Funding Requirements for Implementation

Program Cost and Funding	High Estimate	Low Estimate
Capital Programs		
*Public Transportation Transit Only (Option 2)	\$2,831,000	\$990,000
Vanpool Program (50 units)	\$1,750,000	\$1,750,000
Operating Cost (net of revenue)		
Public Transportation (Option 2)	\$535,000	\$174,000
Vanpool Program (50 units)	\$150,000	\$90,000
Total Funding Requirement		
Capital Funding Required	\$4,581,000	\$2,740,000
**Operating Funding Required	\$685,000	\$264,000
Total Capital and Operating Funding Required	\$5,266,000	\$3,004,000

**Note: Capital costs only include vehicles costs.*

***Operating funding would be an annual expense*

As shown, an initial public transportation and vanpool program could be implemented for about \$2.8 million in initial capital funding and about \$264,000 in annual operating funding. The Initial Implementation figures represent a minimalistic approach to creating the programs.

The funding approach should be based on the following conclusions and assumptions:

- New sources of funding must be secured. Current funding programs at the federal, state and local levels cannot reasonably be expected to provide significant revenue.
- User fees in the form of fares and vanpool participation fees should be optimized to cover as much of the program costs as possible, without discouraging usage. This will minimize external funding requirements.
- Private financial participation should be pursued. This can be through the formation of a TMA with a formal participation schedule, or through direct grants. Private funding can also be indirect, for example through subsidized transit pass programs.
- Funding already directed at portions of the overall program should be leveraged for maximum benefit. For example, Iowa DOT is already implementing a program to provide ridesharing software statewide. This necessary component of a ridesharing program can be funded by already committed funding. Likewise, Iowa DOT's *Iowa Statewide Park and Ride System Plan* may provide needed commuter parking facilities.

- Commuter transportation funding may be available as part of the traffic mitigation efforts required when Iowa DOT embarks on major construction programs along I-380. This possibility should continue to be part of the transportation conversation in the region.
- A phased approach that scales initial programs to available funding should be used to ensure that improvements are made in the near term.
- The interregional public transportation express service, the most challenging component, can be tested as a pilot program which could receive one-time funding from local and state governments, and private organizations. Once the demonstration is proved successful permanent funding sources should be easier to secure.
- Longer term funding sources, such as those that may be available through the establishment of a Regional Transportation Authority, can be pursued after initial transportation improvements have been made. A regional mechanism may be required to ensure any improvements are sustainable.

6.0 Recommendations

This section summarizes the ICTS recommendations and presents an outline of an implementation plan to implement the findings of the study. The implementation of the ICTS recommendations will likely involve multiple jurisdictions and agencies across the region. This section summarizes possible next steps.

6.1 I-380 Commuter Transportation Improvements

The study recommends a package of commuter improvements that could be implemented as a comprehensive program, or individually, reflecting the realities of funding and local priorities. This package of improvements includes:

- **Public Interregional Express Bus Service:** A new 2-way interregional fixed route bus service, as described on pages 73 to 76, connecting Cedar Rapids, North Liberty, Coralville and Iowa City. The preferred service frequency would be 30-minutes, although 15-minutes may be considered in the future as service grows. **Figure 4.1** on page 75 shows eight conceptual stop locations. Actual locations would need to be determined by a study implementation group comprised of public agencies, local governments, transit providers, and key stakeholders. However, to maintain a functional express service, this would likely be the maximum number of recommended stops.
- **Subscription Bus Service:** This service can be tailored to the commuter needs of a specific locale or even a single employer and would be ideal to serve large employers located off the I-380 corridor such as the Whirlpool near the Amana Colonies.
- **Public Vanpool Program:** This program would complement the proposed interregional express bus service and address service gaps of existing private vanpools by providing a service open to the public to provide efficient and cost-effective employment transportation for commuters with dispersed origins. An expanded public vanpool program could be operated by an existing transit service operator or other agency eligible to receive federal and state funding. The program requires administrative and management support to handle responsibilities such as vehicle acquisition, defining program policies and procedures, training drivers, assisting in ridematching and program accounting.
- **Public Carpool Program:** A formal sharing of rides using one of the participant's private automobile. The Iowa DOT is currently working on rideshare software and support that could be made available to local partners. However, it will be the responsibility of local partners to marketing and outreach to local employers.

6.2 Infrastructure and Technology Improvements

The Commuter Transportation Improvements also includes recommended infrastructure and technology improvements that will augment the service alternatives and make them more effective:

- **Park and Ride Facilities:** These are convenient locations along or near the primary commuting corridor to park private autos and connect to some form of public or private transportation which may include vanpools, carpools, and public bus service.
- **Regional Commuter Travel Information:** This is a readily accessible and comprehensive source of information on all commuter transportation options in a defined area. Information includes routing, pick-up points, schedules, fares and fees, and other information necessary for commuters to make decisions regarding mode of travel.
- **Transit Priority Measures:** These are transportation engineering tactics intended to make public transit and ridesharing more attractive to potential users by reducing travel time and improving reliability. Priority measures include strategies such as dedicated transit or high occupancy vehicle (HOV) lanes, bus-on-shoulder operation, traffic signal priority and queue jump lanes.
- **Guaranteed Ride Home:** This service is used in conjunction with public transportation and rideshare options to provide a ride home in case of an emergency (illness, personal crisis), usually a cab ride that is reimbursed up to a certain amount.

6.3 Statewide Applicability

Iowa's socioeconomic and passenger travel trends suggest there will be a need to identify travel demand management strategies for increasing the safety and efficiency of Iowa's transportation system. Increased population in and around metropolitan areas will create congestion and capacity issues as long as single-occupant vehicle travel remains the primary mode of travel. As Iowans drive longer distances to work, it will be increasingly important to identify and maintain commuter routes with facilities and services that provide alternatives to the single-occupant vehicle.

When examining the applicability of this effort to other areas of the state, the advisory group and project management team looked to identify other commuter corridors that were comparable to the Cedar Rapids-Iowa City corridor. The general consensus was that there was only one truly comparable corridor in the state of Iowa, that being the Ames-Des Moines corridor. Here you also have two metropolitan areas (population greater than 50,000), separated by roughly the same distance, and connected by a similar interstate highway facility that carries comparable levels of passenger traffic.

Having identified Ames-Des Moines as a comparable corridor where this effort may have some direct applicability, it was noted that a feasibility study was already underway for this corridor, led by the Des Moines Area Metropolitan Planning Organization. The final Ames-Des Moines I-35 Commuter Corridor Feasibility Study was published on August 19, 2014 and contained conclusions similar to those identified in the ICTS. The Ames-Des Moines study found that sufficient demand exists to warrant investment in a commuter express bus service operating along the I-35 corridor during the weekday peak periods.

While these two corridors are somewhat unique in a statewide context, the methodology applied in the development of the ICTS could certainly be applied to other commuter corridors, although the recommendations would likely differ. In addition to the ICTS, the Iowa DOT has also recently engaged in other commuter transportation planning efforts, including the recent completion of the Iowa Park and Ride System Plan and ongoing efforts related to the development of a statewide ride-matching system.

The *Iowa Park and Ride System Plan* will be used by the Iowa DOT to plan, evaluate, and develop a formal statewide system of park and ride facilities. For the purposes of this plan, park and ride facilities are places to park a vehicle when carpooling, vanpooling, or taking public transit. The plan provides the framework for determining the current need for commuter park and ride services, evaluating the existing system, identifying gaps in service, and guiding potential system expansion. The primary objective of the plan was to develop a location-specific, priority-based park and ride system that allows for coordinated planning and implementation of park and ride facilities that maintain highway safety, encourage ridesharing, support commuter transportation, and promote energy conservation.

Related to this effort is the development of a statewide rideshare program that can be used to match potential carpool and vanpool participants using a single ride-matching system. Historically, rideshare services across Iowa have been administered in a decentralized model where the Iowa DOT has not been involved in the procurement, administration, or marketing of local rideshare programs. This model requires rideshare organizations to provide separate startup funding and yearly support fees, reduces the overall number of matches available for potential rideshare participants, and is not consistently administered across the state.

The result of this has been an inefficient and costly system that does not serve all of Iowa's communities and results in fewer ride matches created. The statewide rideshare project will provide a more efficient, affordable, and user-friendly service by eliminating the need for multiple global administrators, reducing capital and operating expenses, and consolidating services into a single software system. The goal of this program is to increase the number of people who wish to take part in car pools, van pools, and transit services.

6.4 Next Steps

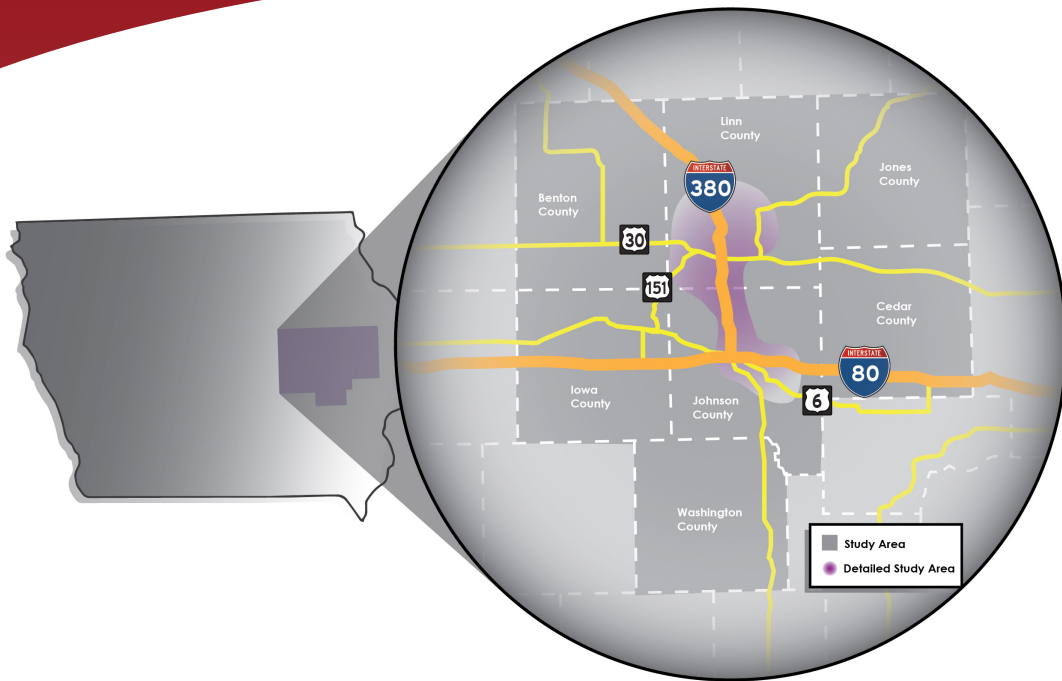
The next steps are based upon the findings presented in the preceding sections of this report and are the result of a technical analysis and the public and stakeholder engagement process. The steps are general; much additional detail is part of the process. In order to be successful, the ICTS recommendations must reflect the region's broader commuter transportation needs. The recommendations were developed in the context of the region's broader needs and objectives.

1. **Accept Conclusions and Recommendations:** The PMT and Advisory Group must first agree that the ICTS represents a reasonable initial step towards improving transportation in the I-380 corridor and the seven county area. These study management groups tentatively reached this conclusion at the November 19, 2014 meeting of the Advisory Group.

Iowa must then report on the study to the state legislature as required by the legislation that initiated the study. This is key because the legislature could assist with the required funding.

Key planning steps must be addressed with local and state programs, as well as area plans and programs. Incorporation of the ICTS recommendations into these formal process steps is required for most funding programs.

2. **Identify Lead Agency for Implementation:** The implementation of the ICTS recommendations will involve an active partnership between multiple jurisdictions and agencies within the region. However, one agency should be identified to lead the effort. ECICOG was suggested as the agency that could lead the initial effort of coordinating initial discussion between the study partners. Iowa DOT would continue to have an important role in the initiative. It was acknowledged that the study partners need to discuss this with their respective elected officials, boards and others before committing. However, ECICOG will take the lead in organizing the study partners in further discussion.
3. **Form Study Implementation Committee:** The lead agency will organize a study implementation committee comprised of study area jurisdictions, public agencies and service providers. The function of the committee would coordinate implementation efforts. The ICTS is just an initial step. There are multiple ways to realize the recommendations and literally hundreds of details that require addressing.
4. **Identify and Pursue Preferred Funding and Financing Options for Implementation:** The implementation of the ICTS recommendations will likely require multiple funding sources, some existing such as state and federal funding programs, some new such a regional transit district, a special assessment district or other sales or property tax.
5. **Create an Implementation Plan:** Given the recommendations and established priorities, and with more information on funding needs and availability, a detailed implementation plan should specifically list the steps to implement each of the projects and programs. There are multiple ways to operate and manage each of the service improvements. However, this will require more deliberation from the Study Implementation Committee, public agencies, transit service providers, local governments, and more detailed discussions with corridor stakeholders including major employers on how best to implement the improvements.
6. **Define Project Phasing Based on Available Funding and Priorities:** Initial funding through one-time state or federal grants or other mechanism may be able to fund initial improvements. Implementation can be phased based on initial available funding and financing, and the community's priorities. There are several initiatives already underway such as the Iowa DOT's park and ride program, the rideshare matching system deployment and the statewide transportation website. Pilot programs can be an effective way to test the effectiveness of concepts and garner support for funding and broader implementation. For example, a pilot of the interregional bus transportation concept may be effective in helping to create the support for a long term investment in the corridor.



Appendix A: Survey #1

Initial Needs

Detailed Results








1. Where do you live (enter ZIP code)?

		Response Count
		627
answered question		627
skipped question		5







2. Where do you work (enter ZIP code)?

		Response Count
		621
answered question		621
skipped question		11






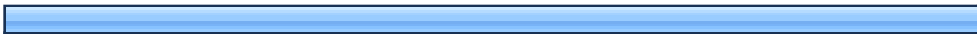
3. How do you typically travel to work?

		Response Percent	Response Count
Drive alone		89.0%	557
Carpool (two or more people per auto)		4.0%	25
Vanpool (Please list sponsor in the Other/Comment box)		1.9%	12
Public bus transportation		2.2%	14
Private bus transportation		0.0%	0
Walk		0.5%	3
Bike		1.1%	7
I don't commute because I telecommute or work from home.		1.3%	8
	Other/Comments		41
answered question			626
skipped question			6







4. How many days a week do you commute to work?

		Response Percent	Response Count
5 days a week during the standard work week of Monday through Friday		82.1%	512
5 days a week including Saturdays or Sundays		5.0%	31
3-4 days a week during the standard work week of Monday through Friday		6.6%	41
3-4 days a week including Saturdays or Sundays		2.7%	17
1-2 days a week during the standard work week of Monday through Friday		2.7%	17
1-2 days a week including Saturday and Sunday		1.0%	6
answered question			624
skipped question			8

5. Do you use any of the following for your commute? (Select all that apply.)

		Response Percent	Response Count
Carpooling		8.2%	51
Vanpooling		2.4%	15
Public bus transportation		4.8%	30
Private bus transportation		0.2%	1
Park and ride lots		2.9%	18
No, I don't use any of these options		85.0%	529
answered question			622
skipped question			10

6. If you use any of the options identified in the previous question, how often do you use them?




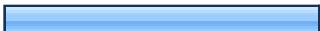

		Response Percent	Response Count
I use them occasionally (1-2 times a month).		6.1%	30
I use them often (2-3 times a week).		3.5%	17
I use them frequently (3-4 times a week).		1.4%	7
I am a regular user (4-5 times a week).		9.0%	44
I have used them in the past, but I don't currently use them.		12.9%	63
I have never used any of the options listed.		67.1%	329
		answered question	490
		skipped question	142

7. What is your daily work schedule? Select all that apply.

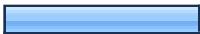





Start time																								Response Count	
Answer Options	12am	1am	2am	3am	4am	5am	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm		11pm
Sunday	1	0	0	0	1	2	6	7	15	6	2	1	0	1	1	2	0	1	1	5	2	0	0	1	55
Monday	1	0	0	0	0	6	34	129	349	43	5	1	0	2	1	2	2	4	1	4	1	0	0	1	586
Tuesday	0	0	0	0	0	6	32	123	346	41	4	2	3	1	1	3	1	3	2	5	1	2	0	1	577
Wednesday	0	0	0	0	0	6	32	123	349	43	3	4	1	1	1	2	1	2	1	4	2	1	0	1	577
Thursday	0	0	0	0	0	5	33	119	345	43	2	2	3	0	2	1	1	1	0	5	2	1	0	1	566
Friday	0	0	0	0	0	4	27	117	344	40	5	2	0	1	0	3	1	1	0	4	1	1	0	0	551
Saturday	1	0	0	0	1	1	6	12	16	8	4	1	1	2	0	1	0	0	0	3	0	0	0	0	57
Sunday	1	0	0	0	1	2	3	6	3	5	0	2	0	0	0	0	0	0	0	3	0	0	0	0	26
End time																								Response Count	
Answer Options	12am	1am	2am	3am	4am	5am	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm		11pm
Sunday	1	0	0	2	0	2	2	4	2	0	1	0	2	1	2	6	6	26	2	1	0	2	1	3	66
Monday	2	2	0	2	4	10	1	3	4	0	0	1	2	2	3	26	119	333	50	9	5	2	2	3	585
Tuesday	2	1	0	3	5	9	1	4	2	0	0	1	2	2	4	25	118	330	43	10	5	3	3	2	575
Wednesday	2	1	0	2	4	7	1	4	2	0	0	1	1	3	5	26	119	334	47	8	4	3	2	1	577
Thursday	2	1	0	2	5	7	1	5	4	0	0	1	0	3	6	27	117	333	43	4	4	1	1	1	568
Friday	2	1	0	2	4	6	1	5	1	0	0	0	2	5	7	30	114	312	41	6	2	1	0	3	545
Saturday	2	0	0	1	1	0	1	5	1	0	0	1	7	2	4	6	8	7	6	1	1	1	1	1	57
Sunday	1	0	0	1	1	0	1	4	0	0	0	0	2	0	1	2	5	2	2	1	1	1	0	1	26

										Question Totals	
										<i>answered question</i>	608
										<i>skipped question</i>	24

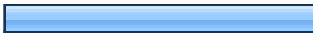

8. How many minutes does it typically take you to get to work?

		Response Percent	Response Count
10 minutes or less		13.9%	87
11-20 minutes		22.2%	139
21-30 minutes		29.1%	182
31-45 minutes		27.4%	171
46 minutes or more		7.4%	46
answered question			625
skipped question			7




9. How many miles is your commute?

		Response Percent	Response Count
5 miles or less		16.7%	104
6-10 miles		17.4%	108
11-15 miles		13.0%	81
16-20 miles		11.6%	72
21-25 miles		16.3%	101
26 miles or more		25.0%	155
answered question			621
skipped question			11

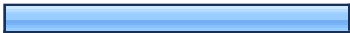







10. Do you typically make any regular stops on your commute in either direction?

		Response Percent	Response Count
Yes		26.9%	168
No		73.1%	457
answered question			625
skipped question			7

11. If you do make regular stops on your commute, is it to:

		Response Percent	Response Count
Drop off and/or pick up a child from school/childcare/activities		57.8%	115
To drop off and/or pick someone up at work		10.6%	21
Other (please specify)		39.2%	78
		answered question	199
		skipped question	433

12. What industry do you work in?

		Response Percent	Response Count
Health care		29.9%	140
Technology		14.5%	68
Food production/processing		1.5%	7
Manufacturing		6.4%	30
Financial/office		18.6%	87
Education		21.5%	101
Retail		2.8%	13
None		4.9%	23
Other (please specify)			184
		answered question	469
		skipped question	163



13. Rank your top concerns or issues about the existing transportation system. (1 is most important and 8 is least important.)

	1	2	3	4	5	6	7	8	Rating Average	Rating Count
Increasing traffic congestion	36.6% (223)	26.9% (164)	14.1% (86)	11.0% (67)	4.9% (30)	3.4% (21)	2.0% (12)	1.1% (7)	2.45	610
Safety	27.5% (168)	25.7% (157)	15.7% (96)	13.6% (83)	6.1% (37)	5.1% (31)	3.4% (21)	2.8% (17)	2.88	610
Few transportation options other than personal vehicle	14.3% (87)	8.9% (54)	17.7% (108)	14.0% (85)	16.9% (103)	12.8% (78)	7.6% (46)	7.9% (48)	4.18	609
Cost of fuel	10.0% (61)	14.9% (91)	22.1% (135)	25.1% (153)	15.4% (94)	8.5% (52)	2.5% (15)	1.5% (9)	3.64	610
Cost of parking	1.8% (11)	3.1% (19)	4.1% (25)	5.3% (32)	12.8% (78)	17.2% (105)	27.6% (168)	28.1% (171)	6.27	609
Availability of parking	1.3% (8)	3.0% (18)	3.3% (20)	5.6% (34)	12.0% (73)	21.7% (132)	31.9% (194)	21.3% (130)	6.23	609
Travel times	5.2% (32)	13.4% (82)	15.7% (96)	15.4% (94)	17.2% (105)	11.8% (72)	14.4% (88)	6.7% (41)	4.53	610
Impact of transportation on the environment	3.3% (20)	4.1% (25)	7.2% (44)	10.2% (62)	14.6% (89)	19.4% (118)	10.7% (65)	30.5% (186)	5.82	609
answered question										610
skipped question										22




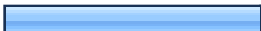



14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

	Response Count
	224
answered question	224
skipped question	408


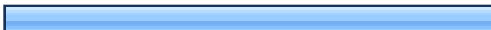
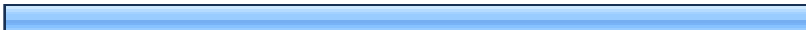

15. Do you think there is a need for commuter transportation improvements along the I-380 corridor?

		Response Percent	Response Count
Yes		92.6%	564
No		7.4%	45
	answered question		609
	skipped question		23




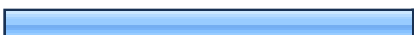
16. If available, would you use any of the following for your commute? (Select all that apply.)

		Response Percent	Response Count
Carpool		20.5%	123
Vanpool		16.7%	100
Public bus transportation		33.4%	200
Private bus transportation		22.2%	133
Park and ride lots		26.9%	161
All of above		14.5%	87
None of the above		38.9%	233
		answered question	599
		skipped question	33









17. What other transportation improvements to I-380 should be considered?

		Response Percent	Response Count
High Occupancy Vehicle lanes (HOV) lanes specifically for carpool/vanpool and/or buses.		38.4%	221
Park and Ride facilities near the corridor		42.5%	245
Lane/Capacity expansion		70.1%	404
Other (please specify)		23.4%	135
		answered question	576
		skipped question	56

18. What is the likelihood of you choosing to ride public bus transportation for your commute to work?

		Response Percent	Response Count
Very likely		15.5%	94
Somewhat likely		26.0%	158
Not very likely		23.0%	140
Not at all likely		35.5%	216
answered question			608
skipped question			24

19. What would cause you to use employment transportation options such as carpooling, vanpooling, or public bus transportation? (Select all that apply.)

		Response Percent	Response Count
Increased traffic congestion		41.4%	216
Price of fuel		54.2%	283
Increased price of parking		15.1%	79
Availability of parking		17.8%	93
Access to car not available		33.3%	174
Inclement weather		35.2%	184
Desire to be more environmentally conscious/sustainable		30.8%	161
Convenient public transportation options		56.3%	294
	Other (please specify)		66
	answered question		522
	skipped question		110




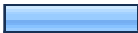




20. Rank the improvements that would make it most likely for you to use public bus transportation for your commute? (1 is most important and 4 is least important.)

	1	2	3	4	Rating Average	Rating Count
Improved frequency	45.5% (241)	35.8% (190)	16.2% (86)	2.5% (13)	1.76	530
More convenient stops	30.9% (164)	35.8% (190)	27.5% (146)	5.7% (30)	2.08	530
Longer service hours	9.6% (51)	17.4% (92)	45.7% (242)	27.4% (145)	2.91	530
More comfortable vehicles, Wi-Fi, electrical outlets, etc.	14.0% (74)	10.9% (58)	10.6% (56)	64.5% (342)	3.26	530
					answered question	530
					skipped question	102



21. Rank what would make it most likely for you to participate in a carpool or vanpool for your commute? (1 is most important and 5 is least important.)

	1	2	3	4	5	Rating Average	Rating Count
Available at times convenient for me	63.0% (335)	28.4% (151)	6.6% (35)	1.9% (10)	0.2% (1)	1.48	532
Convenience with drop off/pick up	18.4% (98)	55.3% (294)	21.1% (112)	4.7% (25)	0.6% (3)	2.14	532
Cost of fuel	9.2% (49)	7.5% (40)	47.4% (252)	32.7% (174)	3.2% (17)	3.13	532
Cost of parking	1.1% (6)	1.3% (7)	4.5% (24)	38.3% (204)	54.7% (291)	4.44	532
Less stressful commuting	8.3% (44)	7.5% (40)	20.5% (109)	22.4% (119)	41.4% (220)	3.81	532
answered question							532
skipped question							100






22. Does your employer offer any of the following? (Select all that apply.)

		Response Percent	Response Count
Incentives for carpooling/vanpooling		7.7%	37
Rideshare coordination		13.1%	63
Designated vans/buses to transport workers		13.5%	65
Subsidize bus/public transportation pass		11.4%	55
Flexible work hours		47.8%	230
Ability to telecommute		22.5%	108
Free parking		61.1%	294
Other (please specify)		7.3%	35
		answered question	481
		skipped question	151




23. Do you use any of the options offered by your employer?

		Response Percent	Response Count
Yes		65.2%	341
No		34.8%	182
If yes, please specify			177
answered question			523
skipped question			109

24. What is the highest threshold you would be willing to pay to use public transportation for inter-regional commuter service between Cedar Rapids and Iowa City?

		Response Percent	Response Count
Less than \$7.00 daily round trip		65.4%	356
\$7.00 to- \$8.99 daily round trip		23.7%	129
\$9.00 to - \$11.99 daily round trip		7.2%	39
\$12.00 to- \$14.99 daily round trip		2.2%	12
\$15.00 to \$17.99 daily round trip		1.5%	8
answered question			544
skipped question			88





25. Would you be willing to support an increase in public funding for new inter-regional public transportation improvements or service options along the I-380 corridor?

		Response Percent	Response Count
Yes		38.1%	226
No		13.5%	80
Maybe, it would depend what type of revenue generating approach is proposed.		48.4%	287
answered question			593
skipped question			39






26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

	Response Count
	203
answered question	203
skipped question	429



27. How many people of legal driving age live in your household?

		Response Percent	Response Count
1 or less		14.9%	91
2		63.9%	390
3		14.9%	91
More than 3		6.2%	38
answered question			610
skipped question			22

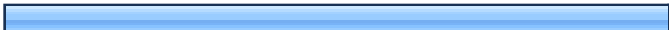


28. How many vehicles in your household?

		Response Percent	Response Count
0		0.7%	4
1		15.0%	91
2		51.5%	312
3		21.0%	127
More than 3		11.9%	72
answered question			606
skipped question			26




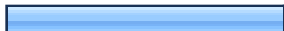


29. What is your gender?

		Response Percent	Response Count
Male		44.0%	266
Female		56.0%	338
answered question			604
skipped question			28

30. What is your age?

		Response Percent	Response Count
Under 17		0.0%	0
17-44		57.9%	354
45-64		38.8%	237
Over 64		3.3%	20
answered question			611
skipped question			21

31. What is your household income?

		Response Percent	Response Count
Under \$25,000		1.3%	8
\$25,000 to \$49,999		10.0%	60
\$50,000 to \$74,999		17.8%	107
\$75,000 to \$99,999		24.1%	145
More than \$100,000		36.5%	220
Choose not to answer		10.3%	62
answered question			602
skipped question			30

32. Thank you for your input. Your responses on the commuter needs in this area will help shape the recommendations for the Iowa Commuter Transportation Study. In November 2014, Iowa DOT will be releasing a second survey to ask for input on the recommendations. If you are interested in being notified when that survey is available, please provide an email address where we can send a survey link.

	Response Count
	201
answered question	201
skipped question	431

33. Gender

		Response Percent	Response Count
	Male	0.0%	0
	Female	0.0%	0
answered question			0
skipped question			632

34. Age

		Response Percent	Response Count
	< 18	0.0%	0
	18-29	0.0%	0
	30-44	0.0%	0
	45-60	0.0%	0
	> 60	0.0%	0
answered question			0
skipped question			632

35. Household Income

		Response Percent	Response Count
\$0 - \$24,999		0.0%	0
\$25,000 - \$49,999		0.0%	0
\$50,000 - \$99,999		0.0%	0
\$100,000 - \$149,999		0.0%	0
\$150,000+		0.0%	0
		answered question	0
		skipped question	632

36. Education

		Response Percent	Response Count
Less than high school degree		0.0%	0
High school degree		0.0%	0
Some college or Associate degree		0.0%	0
Bachelor degree		0.0%	0
Graduate degree		0.0%	0
		answered question	0
		skipped question	632

37. Location (Census Region)

		Response Percent	Response Count
New England		0.0%	0
Middle Atlantic		0.0%	0
East North Central		0.0%	0
West North Central		0.0%	0
South Atlantic		0.0%	0
East South Central		0.0%	0
West South Central		0.0%	0
Mountain		0.0%	0
Pacific		0.0%	0
		answered question	0
		skipped question	632

Q1. Where do you live (enter ZIP code)?		
1	52240	Oct 12, 2014 6:34 PM
2	52317	Oct 12, 2014 3:34 PM
3	52245	Oct 12, 2014 2:37 PM
4	52317	Oct 11, 2014 2:51 PM
5	52317	Oct 10, 2014 7:10 AM
6	52317	Oct 10, 2014 6:43 AM
7	52245	Oct 9, 2014 2:32 PM
8	52401	Oct 8, 2014 7:13 PM
9	52317	Oct 8, 2014 5:31 AM
10	52241	Oct 8, 2014 4:42 AM
11	52327	Oct 8, 2014 4:08 AM
12	52404	Oct 8, 2014 3:28 AM
13	52405	Oct 7, 2014 4:17 PM
14	52246	Oct 7, 2014 3:47 PM
15	52405	Oct 7, 2014 12:35 PM
16	52327	Oct 7, 2014 11:58 AM
17	52403	Oct 7, 2014 11:37 AM
18	52402	Oct 7, 2014 11:21 AM
19	52302	Oct 7, 2014 11:15 AM

Q1. Where do you live (enter ZIP code)?

20	52241	Oct 6, 2014 7:53 AM
21	52358	Oct 6, 2014 6:18 AM
22	52317	Oct 6, 2014 6:00 AM
23	52404	Oct 4, 2014 12:46 PM
24	52246	Oct 3, 2014 7:56 PM
25	52317	Oct 3, 2014 7:49 PM
26	52317	Oct 3, 2014 1:26 PM
27	52402	Oct 3, 2014 11:50 AM
28	52411	Oct 3, 2014 10:53 AM
29	52338	Oct 3, 2014 10:50 AM
30	52404	Oct 3, 2014 10:36 AM
31	52241	Oct 3, 2014 10:22 AM
32	52228	Oct 3, 2014 10:18 AM
33	52402	Oct 3, 2014 8:40 AM
34	52349	Oct 3, 2014 8:33 AM
35	52404	Oct 3, 2014 8:23 AM
36	52317	Oct 3, 2014 8:17 AM
37	52302	Oct 3, 2014 8:11 AM
38	52402	Oct 3, 2014 5:38 AM

Q1. Where do you live (enter ZIP code)?		
39	52402	Oct 3, 2014 4:09 AM
40	52404	Oct 3, 2014 3:13 AM
41	52227	Oct 3, 2014 3:01 AM
42	52317	Oct 2, 2014 10:02 PM
43	52317	Oct 2, 2014 7:43 PM
44	52402	Oct 2, 2014 6:54 PM
45	52404	Oct 2, 2014 5:00 PM
46	52241	Oct 2, 2014 3:30 PM
47	52317	Oct 2, 2014 2:24 PM
48	52245	Oct 2, 2014 2:04 PM
49	52245	Oct 2, 2014 11:25 AM
50	52403	Oct 2, 2014 9:46 AM
51	52411	Oct 2, 2014 8:45 AM
52	52404	Oct 2, 2014 8:44 AM
53	52241	Oct 2, 2014 7:27 AM
54	52302	Oct 2, 2014 7:04 AM
55	52302	Oct 2, 2014 7:02 AM
56	50613	Oct 2, 2014 6:47 AM
57	52241	Oct 2, 2014 6:01 AM

Q1. Where do you live (enter ZIP code)?		
58	52227	Oct 2, 2014 4:42 AM
59	52302	Oct 2, 2014 3:52 AM
60	52338	Oct 1, 2014 6:17 PM
61	52246	Oct 1, 2014 4:41 PM
62	52317	Oct 1, 2014 2:42 PM
63	52317	Oct 1, 2014 12:48 PM
64	52403	Oct 1, 2014 11:42 AM
65	52317	Oct 1, 2014 10:52 AM
66	52240	Oct 1, 2014 9:26 AM
67	52317	Oct 1, 2014 9:02 AM
68	52317	Oct 1, 2014 8:46 AM
69	50662	Oct 1, 2014 6:43 AM
70	52317	Oct 1, 2014 6:01 AM
71	52317	Oct 1, 2014 5:30 AM
72	52246	Oct 1, 2014 5:09 AM
73	52245	Oct 1, 2014 5:09 AM
74	52405	Oct 1, 2014 5:06 AM
75	52317	Oct 1, 2014 4:45 AM
76	52246	Oct 1, 2014 4:02 AM

Q1. Where do you live (enter ZIP code)?

77	52245	Oct 1, 2014 3:56 AM
78	52403	Sep 30, 2014 8:41 PM
79	52328	Sep 30, 2014 8:40 PM
80	52403	Sep 30, 2014 8:35 PM
81	52317	Sep 30, 2014 7:47 PM
82	52302	Sep 30, 2014 6:19 PM
83	52317	Sep 30, 2014 6:02 PM
84	52317	Sep 30, 2014 5:20 PM
85	52405	Sep 30, 2014 2:30 PM
86	52245	Sep 30, 2014 2:07 PM
87	52404	Sep 30, 2014 2:02 PM
88	52405	Sep 30, 2014 1:43 PM
89	52317	Sep 30, 2014 1:39 PM
90	52317	Sep 30, 2014 1:33 PM
91	52246	Sep 30, 2014 1:22 PM
92	52241	Sep 30, 2014 1:22 PM
93	52327	Sep 30, 2014 12:39 PM
94	52201	Sep 30, 2014 12:38 PM
95	52246	Sep 30, 2014 11:11 AM

Q1. Where do you live (enter ZIP code)?		
96	52302	Sep 30, 2014 11:03 AM
97	52317	Sep 30, 2014 10:25 AM
98	52314	Sep 30, 2014 10:04 AM
99	52205	Sep 30, 2014 8:27 AM
100	52253	Sep 30, 2014 7:52 AM
101	52205	Sep 30, 2014 7:31 AM
102	52246	Sep 30, 2014 6:52 AM
103	52205	Sep 30, 2014 4:55 AM
104	52405	Sep 29, 2014 6:40 PM
105	52317	Sep 29, 2014 6:17 PM
106	52317	Sep 29, 2014 6:00 PM
107	52076	Sep 29, 2014 3:45 PM
108	52353	Sep 29, 2014 2:26 PM
109	52241	Sep 29, 2014 12:49 PM
110	52040	Sep 29, 2014 10:58 AM
111	52404	Sep 29, 2014 10:40 AM
112	52402	Sep 29, 2014 10:34 AM
113	50010	Sep 29, 2014 9:37 AM
114	52353	Sep 29, 2014 9:14 AM

Q1. Where do you live (enter ZIP code)?		
115	52214	Sep 29, 2014 8:39 AM
116	52213	Sep 29, 2014 8:03 AM
117	52402	Sep 29, 2014 7:37 AM
118	52402	Sep 29, 2014 7:10 AM
119	52402	Sep 29, 2014 6:30 AM
120	52302	Sep 29, 2014 6:27 AM
121	52403	Sep 29, 2014 6:18 AM
122	52318	Sep 29, 2014 6:10 AM
123	52403	Sep 29, 2014 6:05 AM
124	52403	Sep 29, 2014 6:01 AM
125	52302	Sep 29, 2014 4:28 AM
126	52317	Sep 28, 2014 5:15 AM
127	52338	Sep 27, 2014 11:42 AM
128	52302	Sep 27, 2014 6:42 AM
129	52317	Sep 26, 2014 9:03 PM
130	52240	Sep 26, 2014 7:58 PM
131	52317	Sep 26, 2014 2:40 PM
132	52317	Sep 26, 2014 2:12 PM
133	52240	Sep 26, 2014 1:57 PM

Q1. Where do you live (enter ZIP code)?		
134	52317	Sep 26, 2014 1:11 PM
135	52240	Sep 26, 2014 1:08 PM
136	52241	Sep 26, 2014 12:51 PM
137	52241	Sep 26, 2014 12:26 PM
138	52361	Sep 26, 2014 12:25 PM
139	52402	Sep 26, 2014 12:24 PM
140	52402	Sep 26, 2014 11:56 AM
141	52302	Sep 26, 2014 11:48 AM
142	52404	Sep 26, 2014 11:23 AM
143	52333	Sep 26, 2014 8:05 AM
144	52249	Sep 26, 2014 7:44 AM
145	52240	Sep 26, 2014 7:29 AM
146	52405	Sep 26, 2014 7:20 AM
147	52302	Sep 26, 2014 7:14 AM
148	52317	Sep 26, 2014 6:52 AM
149	52403	Sep 26, 2014 6:50 AM
150	52405	Sep 26, 2014 6:46 AM
151	52245	Sep 26, 2014 6:25 AM
152	52247	Sep 26, 2014 6:19 AM

Q1. Where do you live (enter ZIP code)?		
153	52240	Sep 26, 2014 6:18 AM
154	52361	Sep 26, 2014 6:16 AM
155	52317	Sep 26, 2014 6:08 AM
156	52404	Sep 26, 2014 5:53 AM
157	52317	Sep 26, 2014 5:51 AM
158	52206	Sep 26, 2014 5:51 AM
159	52341	Sep 26, 2014 5:50 AM
160	52228	Sep 26, 2014 5:49 AM
161	52328	Sep 26, 2014 5:44 AM
162	52302	Sep 26, 2014 5:34 AM
163	52405	Sep 26, 2014 5:28 AM
164	52338	Sep 26, 2014 5:24 AM
165	52404	Sep 26, 2014 5:19 AM
166	52772	Sep 26, 2014 4:35 AM
167	52241	Sep 26, 2014 4:15 AM
168	52361	Sep 26, 2014 4:11 AM
169	52361	Sep 26, 2014 2:15 AM
170	52317	Sep 25, 2014 8:00 PM
171	52317	Sep 25, 2014 7:26 PM

Q1. Where do you live (enter ZIP code)?		
172	52411	Sep 25, 2014 7:23 PM
173	52317	Sep 25, 2014 6:47 PM
174	52317	Sep 25, 2014 6:22 PM
175	52302	Sep 25, 2014 6:11 PM
176	52317	Sep 25, 2014 5:59 PM
177	52317	Sep 25, 2014 5:17 PM
178	52317	Sep 25, 2014 4:51 PM
179	52317	Sep 25, 2014 4:08 PM
180	52317	Sep 25, 2014 3:59 PM
181	52317	Sep 25, 2014 3:55 PM
182	52317	Sep 25, 2014 3:28 PM
183	52317	Sep 25, 2014 3:02 PM
184	52317	Sep 25, 2014 1:56 PM
185	52403	Sep 25, 2014 1:48 PM
186	52317	Sep 25, 2014 1:43 PM
187	52241	Sep 25, 2014 1:40 PM
188	52317	Sep 25, 2014 1:39 PM
189	52403	Sep 25, 2014 1:31 PM
190	52402	Sep 25, 2014 1:24 PM

Q1. Where do you live (enter ZIP code)?		
191	52404	Sep 25, 2014 1:21 PM
192	52317	Sep 25, 2014 1:20 PM
193	52317	Sep 25, 2014 1:20 PM
194	52317	Sep 25, 2014 1:19 PM
195	52402	Sep 25, 2014 1:17 PM
196	52241	Sep 25, 2014 1:11 PM
197	52302	Sep 25, 2014 1:04 PM
198	52317	Sep 25, 2014 1:04 PM
199	52317	Sep 25, 2014 1:04 PM
200	52317	Sep 25, 2014 1:02 PM
201	52302	Sep 25, 2014 1:01 PM
202	52411	Sep 25, 2014 1:01 PM
203	52302	Sep 25, 2014 1:01 PM
204	52317	Sep 25, 2014 12:59 PM
205	52317	Sep 25, 2014 12:57 PM
206	52403	Sep 25, 2014 12:51 PM
207	52317	Sep 25, 2014 12:49 PM
208	52245	Sep 25, 2014 12:49 PM
209	52302	Sep 25, 2014 12:45 PM

Q1. Where do you live (enter ZIP code)?		
210	52349	Sep 25, 2014 12:34 PM
211	52206	Sep 25, 2014 12:29 PM
212	52317	Sep 25, 2014 12:17 PM
213	52404	Sep 25, 2014 12:16 PM
214	52302	Sep 25, 2014 12:08 PM
215	52402	Sep 25, 2014 12:00 PM
216	52402	Sep 25, 2014 11:53 AM
217	52213	Sep 25, 2014 11:53 AM
218	52245	Sep 25, 2014 11:33 AM
219	18222	Sep 25, 2014 8:54 AM
220	52405	Sep 25, 2014 8:23 AM
221	52333	Sep 25, 2014 7:40 AM
222	52246	Sep 25, 2014 7:30 AM
223	52245	Sep 25, 2014 7:08 AM
224	52402	Sep 25, 2014 7:02 AM
225	52241	Sep 25, 2014 6:59 AM
226	52403	Sep 25, 2014 5:46 AM
227	52317	Sep 25, 2014 5:34 AM
228	52402	Sep 24, 2014 7:31 PM

Q1. Where do you live (enter ZIP code)?		
229	52317	Sep 24, 2014 6:34 PM
230	52241	Sep 24, 2014 5:57 PM
231	52302	Sep 24, 2014 5:16 PM
232	52405 other person in house lives 52405	Sep 24, 2014 5:04 PM
233	52411	Sep 24, 2014 4:37 PM
234	52402	Sep 24, 2014 3:09 PM
235	52402	Sep 24, 2014 2:58 PM
236	52302	Sep 24, 2014 2:34 PM
237	52302	Sep 24, 2014 2:08 PM
238	52349	Sep 24, 2014 2:01 PM
239	52317	Sep 24, 2014 1:47 PM
240	52213	Sep 24, 2014 1:45 PM
241	52405	Sep 24, 2014 1:26 PM
242	52328	Sep 24, 2014 1:15 PM
243	52403	Sep 24, 2014 1:11 PM
244	52402	Sep 24, 2014 1:10 PM
245	52404	Sep 24, 2014 12:48 PM
246	52404	Sep 24, 2014 12:38 PM
247	52405	Sep 24, 2014 12:32 PM

Q1. Where do you live (enter ZIP code)?		
248	52302	Sep 24, 2014 12:25 PM
249	52402	Sep 24, 2014 12:23 PM
250	52317	Sep 24, 2014 12:23 PM
251	52405	Sep 24, 2014 12:12 PM
252	52317	Sep 24, 2014 11:59 AM
253	52337	Sep 24, 2014 11:55 AM
254	52317	Sep 24, 2014 11:51 AM
255	52404	Sep 24, 2014 11:49 AM
256	52229	Sep 24, 2014 11:48 AM
257	52403	Sep 24, 2014 11:47 AM
258	52322	Sep 24, 2014 11:47 AM
259	52401	Sep 24, 2014 11:45 AM
260	52241	Sep 24, 2014 11:44 AM
261	52314	Sep 24, 2014 11:43 AM
262	52405	Sep 24, 2014 11:41 AM
263	52403	Sep 24, 2014 11:39 AM
264	52402	Sep 24, 2014 11:39 AM
265	52302	Sep 24, 2014 11:38 AM
266	52338	Sep 24, 2014 11:37 AM

Q1. Where do you live (enter ZIP code)?		
267	52402	Sep 24, 2014 11:34 AM
268	52404	Sep 24, 2014 11:33 AM
269	52240-5945	Sep 24, 2014 11:31 AM
270	52241	Sep 24, 2014 11:28 AM
271	52302	Sep 24, 2014 11:23 AM
272	52314	Sep 24, 2014 11:16 AM
273	52332	Sep 24, 2014 11:15 AM
274	52333	Sep 24, 2014 11:04 AM
275	52402	Sep 24, 2014 11:03 AM
276	52404	Sep 24, 2014 10:44 AM
277	52317	Sep 24, 2014 10:44 AM
278	52057	Sep 24, 2014 10:43 AM
279	52405	Sep 24, 2014 10:38 AM
280	52404	Sep 24, 2014 10:37 AM
281	52404	Sep 24, 2014 10:33 AM
282	52402	Sep 24, 2014 10:29 AM
283	52247	Sep 24, 2014 9:55 AM
284	52324	Sep 24, 2014 8:12 AM
285	52247	Sep 24, 2014 8:10 AM

Q1. Where do you live (enter ZIP code)?		
286	52404	Sep 24, 2014 6:36 AM
287	52233	Sep 24, 2014 5:59 AM
288	52227	Sep 24, 2014 5:14 AM
289	52227	Sep 24, 2014 5:13 AM
290	52302	Sep 24, 2014 5:06 AM
291	52302	Sep 24, 2014 5:04 AM
292	52349	Sep 24, 2014 5:01 AM
293	52301	Sep 24, 2014 4:05 AM
294	52317	Sep 24, 2014 3:31 AM
295	52317	Sep 24, 2014 1:34 AM
296	52246	Sep 23, 2014 7:52 PM
297	52402	Sep 23, 2014 7:20 PM
298	52205	Sep 23, 2014 7:13 PM
299	52317	Sep 23, 2014 6:52 PM
300	52404	Sep 23, 2014 6:38 PM
301	52404	Sep 23, 2014 5:57 PM
302	52404	Sep 23, 2014 5:43 PM
303	52317	Sep 23, 2014 5:42 PM
304	52317	Sep 23, 2014 4:51 PM

Q1. Where do you live (enter ZIP code)?

305	52402	Sep 23, 2014 2:38 PM
306	52403	Sep 23, 2014 2:22 PM
307	52227	Sep 23, 2014 1:56 PM
308	52403	Sep 23, 2014 1:51 PM
309	52333	Sep 23, 2014 1:42 PM
310	52228	Sep 23, 2014 1:22 PM
311	52228	Sep 23, 2014 1:20 PM
312	52404	Sep 23, 2014 1:00 PM
313	52205	Sep 23, 2014 12:46 PM
314	52405	Sep 23, 2014 12:32 PM
315	52338	Sep 23, 2014 12:28 PM
316	52317	Sep 23, 2014 12:27 PM
317	52641	Sep 23, 2014 12:10 PM
318	52402	Sep 23, 2014 12:09 PM
319	52251	Sep 23, 2014 12:00 PM
320	52404	Sep 23, 2014 11:55 AM
321	52248	Sep 23, 2014 11:54 AM
322	52333	Sep 23, 2014 11:48 AM
323	52205	Sep 23, 2014 11:40 AM

Q1. Where do you live (enter ZIP code)?		
324	52349	Sep 23, 2014 11:40 AM
325	52317	Sep 23, 2014 11:35 AM
326	52404	Sep 23, 2014 11:31 AM
327	52351	Sep 23, 2014 11:29 AM
328	52403	Sep 23, 2014 11:18 AM
329	52057	Sep 23, 2014 11:15 AM
330	52349	Sep 23, 2014 11:09 AM
331	52317	Sep 23, 2014 11:03 AM
332	52402	Sep 23, 2014 11:00 AM
333	52340	Sep 23, 2014 10:53 AM
334	52302	Sep 23, 2014 10:49 AM
335	52241	Sep 23, 2014 10:46 AM
336	52403	Sep 23, 2014 10:37 AM
337	52246	Sep 23, 2014 10:32 AM
338	52404	Sep 23, 2014 10:29 AM
339	52317	Sep 23, 2014 10:28 AM
340	52411	Sep 23, 2014 9:49 AM
341	52411	Sep 23, 2014 8:46 AM
342	52214	Sep 22, 2014 2:15 PM

Q1. Where do you live (enter ZIP code)?		
343	52404	Sep 22, 2014 11:42 AM
344	52241	Sep 22, 2014 10:04 AM
345	52402	Sep 22, 2014 9:01 AM
346	52402	Sep 22, 2014 8:42 AM
347	52402	Sep 22, 2014 4:22 AM
348	52405	Sep 21, 2014 6:57 PM
349	52404	Sep 21, 2014 12:08 PM
350	52411	Sep 21, 2014 10:55 AM
351	52317	Sep 21, 2014 6:10 AM
352	52338	Sep 21, 2014 12:47 AM
353	52317	Sep 20, 2014 2:30 PM
354	52404	Sep 20, 2014 11:34 AM
355	52302	Sep 20, 2014 8:56 AM
356	52245	Sep 20, 2014 8:43 AM
357	52405	Sep 19, 2014 8:18 PM
358	52317	Sep 19, 2014 7:35 PM
359	52340	Sep 19, 2014 4:26 PM
360	52317	Sep 19, 2014 2:31 PM
361	52404	Sep 19, 2014 2:29 PM

Q1. Where do you live (enter ZIP code)?

362	52240	Sep 19, 2014 2:14 PM
363	52338	Sep 19, 2014 1:44 PM
364	52317	Sep 19, 2014 1:04 PM
365	52314	Sep 19, 2014 12:28 PM
366	52405	Sep 19, 2014 11:30 AM
367	52411	Sep 19, 2014 11:16 AM
368	52402	Sep 19, 2014 11:05 AM
369	52317	Sep 19, 2014 10:29 AM
370	52405	Sep 19, 2014 10:15 AM
371	52540	Sep 19, 2014 10:09 AM
372	52302	Sep 19, 2014 9:51 AM
373	52317	Sep 19, 2014 9:00 AM
374	52404	Sep 19, 2014 8:50 AM
375	52240	Sep 19, 2014 8:46 AM
376	52240	Sep 19, 2014 8:26 AM
377	52403	Sep 19, 2014 8:21 AM
378	52240	Sep 19, 2014 7:31 AM
379	52245	Sep 19, 2014 7:27 AM
380	52317	Sep 19, 2014 7:25 AM

Q1. Where do you live (enter ZIP code)?		
381	52403	Sep 19, 2014 7:15 AM
382	52302	Sep 19, 2014 7:10 AM
383	52205	Sep 19, 2014 6:52 AM
384	52241	Sep 19, 2014 6:32 AM
385	52405	Sep 19, 2014 6:18 AM
386	52333	Sep 19, 2014 5:55 AM
387	52404	Sep 19, 2014 5:53 AM
388	52317	Sep 19, 2014 5:46 AM
389	52333	Sep 19, 2014 5:32 AM
390	52317	Sep 19, 2014 5:32 AM
391	52340	Sep 19, 2014 5:30 AM
392	52402	Sep 19, 2014 5:21 AM
393	52245	Sep 19, 2014 5:18 AM
394	52302	Sep 19, 2014 4:32 AM
395	52205	Sep 19, 2014 4:24 AM
396	52403	Sep 19, 2014 4:22 AM
397	52402	Sep 19, 2014 3:41 AM
398	52402	Sep 19, 2014 3:31 AM
399	52405	Sep 19, 2014 3:16 AM

Q1. Where do you live (enter ZIP code)?		
400	52302	Sep 19, 2014 2:52 AM
401	52404	Sep 19, 2014 2:29 AM
402	52240	Sep 19, 2014 1:00 AM
403	52253	Sep 18, 2014 8:37 PM
404	52317	Sep 18, 2014 7:48 PM
405	52302	Sep 18, 2014 7:07 PM
406	52241	Sep 18, 2014 6:19 PM
407	52240	Sep 18, 2014 6:10 PM
408	52338	Sep 18, 2014 6:07 PM
409	52317	Sep 18, 2014 5:59 PM
410	52233	Sep 18, 2014 5:43 PM
411	52317	Sep 18, 2014 5:24 PM
412	52317	Sep 18, 2014 5:16 PM
413	52321	Sep 18, 2014 5:12 PM
414	52317	Sep 18, 2014 3:14 PM
415	52317	Sep 18, 2014 1:54 PM
416	52241	Sep 18, 2014 1:52 PM
417	52317	Sep 18, 2014 12:47 PM
418	52228	Sep 18, 2014 10:55 AM

Q1. Where do you live (enter ZIP code)?		
419	52405	Sep 18, 2014 9:41 AM
420	52317	Sep 18, 2014 9:36 AM
421	52404	Sep 18, 2014 8:50 AM
422	52317	Sep 18, 2014 8:49 AM
423	52317	Sep 18, 2014 5:43 AM
424	52317	Sep 18, 2014 5:20 AM
425	52338	Sep 18, 2014 4:54 AM
426	52353	Sep 18, 2014 4:53 AM
427	52317	Sep 18, 2014 3:57 AM
428	52246	Sep 18, 2014 12:59 AM
429	52245	Sep 17, 2014 8:23 PM
430	52402	Sep 17, 2014 7:54 PM
431	52317	Sep 17, 2014 7:15 PM
432	52404	Sep 17, 2014 7:08 PM
433	52317	Sep 17, 2014 7:02 PM
434	52361	Sep 17, 2014 6:00 PM
435	52317	Sep 17, 2014 5:50 PM
436	52317	Sep 17, 2014 5:43 PM
437	52317	Sep 17, 2014 5:42 PM

Q1. Where do you live (enter ZIP code)?		
438	52317	Sep 17, 2014 5:21 PM
439	52317	Sep 17, 2014 4:47 PM
440	52317	Sep 17, 2014 4:33 PM
441	52317	Sep 17, 2014 4:21 PM
442	52403	Sep 17, 2014 4:13 PM
443	52317	Sep 17, 2014 4:01 PM
444	52245	Sep 17, 2014 3:58 PM
445	52317	Sep 17, 2014 3:29 PM
446	52317	Sep 17, 2014 3:10 PM
447	52317	Sep 17, 2014 3:07 PM
448	52333	Sep 17, 2014 2:50 PM
449	52317	Sep 17, 2014 2:44 PM
450	52317	Sep 17, 2014 2:26 PM
451	52317	Sep 17, 2014 12:57 PM
452	52302	Sep 17, 2014 12:51 PM
453	52317	Sep 17, 2014 12:34 PM
454	52317	Sep 17, 2014 12:24 PM
455	52240	Sep 17, 2014 12:09 PM
456	52317	Sep 17, 2014 11:27 AM

Q1. Where do you live (enter ZIP code)?		
457	52401	Sep 17, 2014 10:31 AM
458	52403	Sep 17, 2014 10:28 AM
459	52317	Sep 17, 2014 10:21 AM
460	52317	Sep 17, 2014 10:17 AM
461	52402	Sep 17, 2014 10:04 AM
462	52317	Sep 17, 2014 10:04 AM
463	52317	Sep 17, 2014 9:52 AM
464	52761	Sep 17, 2014 9:51 AM
465	52317	Sep 17, 2014 9:38 AM
466	52317	Sep 17, 2014 9:32 AM
467	52245	Sep 17, 2014 9:24 AM
468	52317	Sep 17, 2014 9:18 AM
469	52241	Sep 17, 2014 9:02 AM
470	52317	Sep 17, 2014 8:58 AM
471	52755	Sep 17, 2014 8:53 AM
472	52334	Sep 17, 2014 8:50 AM
473	52242	Sep 17, 2014 8:39 AM
474	52201	Sep 17, 2014 8:25 AM
475	52402	Sep 17, 2014 8:24 AM

Q1. Where do you live (enter ZIP code)?		
476	52317	Sep 17, 2014 8:20 AM
477	52403	Sep 17, 2014 8:08 AM
478	52317	Sep 17, 2014 8:08 AM
479	52404	Sep 17, 2014 8:01 AM
480	52317	Sep 17, 2014 7:56 AM
481	52246	Sep 17, 2014 7:54 AM
482	52317	Sep 17, 2014 7:52 AM
483	52403	Sep 17, 2014 7:48 AM
484	52404	Sep 17, 2014 7:47 AM
485	52317	Sep 17, 2014 7:46 AM
486	52317	Sep 17, 2014 7:46 AM
487	52404	Sep 17, 2014 7:40 AM
488	52302	Sep 17, 2014 7:40 AM
489	52247	Sep 17, 2014 7:38 AM
490	52402	Sep 17, 2014 7:37 AM
491	52317	Sep 17, 2014 7:36 AM
492	52317	Sep 17, 2014 7:33 AM
493	52402	Sep 17, 2014 7:33 AM
494	52402	Sep 17, 2014 7:33 AM

Q1. Where do you live (enter ZIP code)?		
495	52253	Sep 17, 2014 7:32 AM
496	52402	Sep 17, 2014 7:32 AM
497	52317	Sep 17, 2014 7:29 AM
498	52317	Sep 17, 2014 7:27 AM
499	52402	Sep 17, 2014 7:26 AM
500	52403	Sep 17, 2014 7:24 AM
501	52402	Sep 17, 2014 7:22 AM
502	52402	Sep 17, 2014 7:16 AM
503	52317	Sep 17, 2014 7:14 AM
504	52403	Sep 17, 2014 7:12 AM
505	52233	Sep 17, 2014 7:12 AM
506	52317	Sep 17, 2014 7:11 AM
507	52317	Sep 17, 2014 7:06 AM
508	52317	Sep 17, 2014 7:03 AM
509	52317	Sep 17, 2014 7:01 AM
510	52317	Sep 17, 2014 6:56 AM
511	52317	Sep 17, 2014 6:55 AM
512	52405	Sep 17, 2014 6:54 AM
513	52241	Sep 17, 2014 6:51 AM

Q1. Where do you live (enter ZIP code)?		
514	52317	Sep 17, 2014 6:50 AM
515	52240	Sep 17, 2014 6:49 AM
516	52403	Sep 17, 2014 6:42 AM
517	52317	Sep 17, 2014 6:34 AM
518	52345	Sep 17, 2014 6:34 AM
519	52317	Sep 17, 2014 6:33 AM
520	52317	Sep 17, 2014 6:31 AM
521	52317	Sep 17, 2014 6:30 AM
522	52241	Sep 17, 2014 6:29 AM
523	52317	Sep 17, 2014 6:25 AM
524	52403	Sep 17, 2014 6:24 AM
525	52340	Sep 17, 2014 6:24 AM
526	52317	Sep 17, 2014 6:21 AM
527	52317	Sep 17, 2014 6:20 AM
528	52317	Sep 17, 2014 6:20 AM
529	52245	Sep 17, 2014 6:19 AM
530	52317	Sep 17, 2014 6:16 AM
531	52317	Sep 17, 2014 6:15 AM
532	52317	Sep 17, 2014 6:12 AM

Q1. Where do you live (enter ZIP code)?		
533	52338	Sep 17, 2014 5:58 AM
534	52240	Sep 17, 2014 5:57 AM
535	52411	Sep 17, 2014 5:47 AM
536	52405	Sep 17, 2014 5:43 AM
537	61265	Sep 17, 2014 5:28 AM
538	52317	Sep 17, 2014 2:54 AM
539	52404	Sep 17, 2014 1:50 AM
540	52403	Sep 16, 2014 10:11 PM
541	52402	Sep 16, 2014 7:45 PM
542	52302	Sep 16, 2014 7:37 PM
543	52322	Sep 16, 2014 7:02 PM
544	52302	Sep 16, 2014 6:21 PM
545	52233	Sep 16, 2014 5:14 PM
546	52405	Sep 16, 2014 4:27 PM
547	52317	Sep 16, 2014 3:54 PM
548	52341	Sep 16, 2014 2:08 PM
549	52317	Sep 16, 2014 1:34 PM
550	52404	Sep 16, 2014 1:31 PM
551	52317	Sep 16, 2014 1:28 PM

Q1. Where do you live (enter ZIP code)?		
552	52405	Sep 16, 2014 1:10 PM
553	52246	Sep 16, 2014 1:02 PM
554	52317	Sep 16, 2014 1:01 PM
555	52328	Sep 16, 2014 12:57 PM
556	52402	Sep 16, 2014 12:55 PM
557	52403	Sep 16, 2014 12:51 PM
558	52405	Sep 16, 2014 12:46 PM
559	52403	Sep 16, 2014 12:46 PM
560	52404	Sep 16, 2014 12:43 PM
561	52403	Sep 16, 2014 12:34 PM
562	52338	Sep 16, 2014 12:34 PM
563	52405	Sep 16, 2014 12:33 PM
564	52403	Sep 16, 2014 12:32 PM
565	52302	Sep 16, 2014 12:30 PM
566	52402	Sep 16, 2014 12:28 PM
567	52218	Sep 16, 2014 12:26 PM
568	52402	Sep 16, 2014 12:21 PM
569	52404	Sep 16, 2014 12:21 PM
570	52333	Sep 16, 2014 12:20 PM

Q1. Where do you live (enter ZIP code)?		
571	52411	Sep 16, 2014 12:20 PM
572	52233	Sep 16, 2014 12:19 PM
573	52403	Sep 16, 2014 12:17 PM
574	52338	Sep 16, 2014 12:11 PM
575	52403	Sep 16, 2014 11:48 AM
576	50010	Sep 16, 2014 11:32 AM
577	52402	Sep 16, 2014 11:11 AM
578	52804	Sep 16, 2014 11:05 AM
579	52205	Sep 16, 2014 11:04 AM
580	52327	Sep 16, 2014 10:36 AM
581	52233	Sep 16, 2014 10:14 AM
582	52241	Sep 16, 2014 10:03 AM
583	52404	Sep 16, 2014 9:20 AM
584	52233	Sep 16, 2014 9:07 AM
585	52249	Sep 16, 2014 9:03 AM
586	52317	Sep 16, 2014 8:31 AM
587	52253	Sep 16, 2014 8:12 AM
588	52317	Sep 16, 2014 8:10 AM
589	52403	Sep 16, 2014 8:09 AM

Q1. Where do you live (enter ZIP code)?		
590	52405	Sep 16, 2014 8:02 AM
591	52317	Sep 16, 2014 7:56 AM
592	52205	Sep 16, 2014 7:53 AM
593	50701	Sep 16, 2014 7:47 AM
594	52402	Sep 16, 2014 7:47 AM
595	52411	Sep 16, 2014 7:44 AM
596	52240	Sep 16, 2014 7:44 AM
597	52401	Sep 16, 2014 7:43 AM
598	52327	Sep 16, 2014 7:40 AM
599	52302	Sep 16, 2014 7:36 AM
600	52246	Sep 16, 2014 7:30 AM
601	52317	Sep 16, 2014 7:28 AM
602	52404	Sep 16, 2014 7:26 AM
603	52402	Sep 16, 2014 7:22 AM
604	52404	Sep 16, 2014 7:20 AM
605	52317	Sep 16, 2014 7:16 AM
606	52245	Sep 16, 2014 6:40 AM
607	52246	Sep 16, 2014 6:24 AM
608	52402	Sep 16, 2014 6:02 AM

Q1. Where do you live (enter ZIP code)?		
609	52314	Sep 16, 2014 5:45 AM
610	52245	Sep 16, 2014 4:19 AM
611	52401	Sep 16, 2014 3:00 AM
612	52322	Sep 16, 2014 1:36 AM
613	52338	Sep 15, 2014 6:36 PM
614	52233	Sep 15, 2014 6:05 PM
615	52337	Sep 15, 2014 4:48 PM
616	52403	Sep 15, 2014 1:57 PM
617	52328	Sep 15, 2014 1:55 PM
618	52403	Sep 15, 2014 1:53 PM
619	52233	Sep 15, 2014 1:24 PM
620	52233	Sep 15, 2014 1:22 PM
621	52240	Sep 15, 2014 12:53 PM
622	52317	Sep 15, 2014 12:52 PM
623	52337	Sep 15, 2014 12:46 PM
624	52405	Sep 15, 2014 12:30 PM
625	52402	Sep 15, 2014 12:28 PM
626	52405	Sep 15, 2014 11:29 AM
627	52440	Sep 15, 2014 11:23 AM

Q2. Where do you work (enter ZIP code)?

1	52402	Oct 12, 2014 6:34 PM
2	52242	Oct 12, 2014 3:34 PM
3	52240	Oct 12, 2014 2:37 PM
4	52402	Oct 11, 2014 2:51 PM
5	52404	Oct 10, 2014 7:10 AM
6	52242	Oct 10, 2014 6:43 AM
7	52240	Oct 9, 2014 2:32 PM
8	52404	Oct 8, 2014 7:13 PM
9	52242	Oct 8, 2014 5:31 AM
10	unemployed	Oct 8, 2014 4:42 AM
11	52246	Oct 8, 2014 4:08 AM
12	52242	Oct 8, 2014 3:28 AM
13	52241	Oct 7, 2014 4:17 PM
14	52402	Oct 7, 2014 3:47 PM
15	52340	Oct 7, 2014 12:35 PM
16	52241	Oct 7, 2014 11:58 AM
17	52240	Oct 7, 2014 11:37 AM
18	52404	Oct 7, 2014 11:21 AM
19	52302	Oct 7, 2014 11:15 AM

Q2. Where do you work (enter ZIP code)?

20	52402	Oct 6, 2014 7:53 AM
21	52403	Oct 6, 2014 6:00 AM
22	52233	Oct 4, 2014 12:46 PM
23	52242	Oct 3, 2014 7:56 PM
24	52242	Oct 3, 2014 7:49 PM
25	42401	Oct 3, 2014 1:26 PM
26	52241	Oct 3, 2014 11:50 AM
27	52404	Oct 3, 2014 10:53 AM
28	52404	Oct 3, 2014 10:50 AM
29	52245	Oct 3, 2014 10:36 AM
30	52242	Oct 3, 2014 10:22 AM
31	52404	Oct 3, 2014 10:18 AM
32	52241	Oct 3, 2014 8:40 AM
33	52404	Oct 3, 2014 8:33 AM
34	52241	Oct 3, 2014 8:23 AM
35	52240	Oct 3, 2014 8:17 AM
36	52402	Oct 3, 2014 8:11 AM
37	52240	Oct 3, 2014 5:38 AM
38	52401	Oct 3, 2014 4:09 AM

Q2. Where do you work (enter ZIP code)?

39	52242	Oct 3, 2014 3:13 AM
40	52301 and 52361	Oct 3, 2014 3:01 AM
41	52242	Oct 2, 2014 10:02 PM
42	52317	Oct 2, 2014 7:43 PM
43	52403	Oct 2, 2014 6:54 PM
44	52498	Oct 2, 2014 5:00 PM
45	52242	Oct 2, 2014 3:30 PM
46	52242	Oct 2, 2014 2:24 PM
47	52404	Oct 2, 2014 2:04 PM
48	52401	Oct 2, 2014 11:25 AM
49	52441	Oct 2, 2014 9:46 AM
50	52401	Oct 2, 2014 8:45 AM
51	52317	Oct 2, 2014 8:44 AM
52	52317	Oct 2, 2014 7:27 AM
53	52403	Oct 2, 2014 7:04 AM
54	52402	Oct 2, 2014 7:02 AM
55	52240	Oct 2, 2014 6:47 AM
56	52240	Oct 2, 2014 6:01 AM
57	52404	Oct 2, 2014 4:42 AM

Q2. Where do you work (enter ZIP code)?

58	52398	Oct 2, 2014 3:52 AM
59	52404	Oct 1, 2014 6:17 PM
60	52406	Oct 1, 2014 4:41 PM
61	52498	Oct 1, 2014 2:42 PM
62	52242	Oct 1, 2014 12:48 PM
63	52240	Oct 1, 2014 11:42 AM
64	52242	Oct 1, 2014 10:52 AM
65	52401	Oct 1, 2014 9:26 AM
66	52240	Oct 1, 2014 9:02 AM
67	52242	Oct 1, 2014 8:46 AM
68	52403	Oct 1, 2014 6:43 AM
69	52245	Oct 1, 2014 6:01 AM
70	52242	Oct 1, 2014 5:30 AM
71	52401	Oct 1, 2014 5:09 AM
72	52401	Oct 1, 2014 5:09 AM
73	52317	Oct 1, 2014 5:06 AM
74	52402	Oct 1, 2014 4:45 AM
75	52498	Oct 1, 2014 4:02 AM
76	52403	Oct 1, 2014 3:56 AM

Q2. Where do you work (enter ZIP code)?

77	52242	Sep 30, 2014 8:41 PM
78	53402	Sep 30, 2014 8:40 PM
79	52401	Sep 30, 2014 8:35 PM
80	52807	Sep 30, 2014 7:47 PM
81	52302	Sep 30, 2014 6:19 PM
82	52404	Sep 30, 2014 6:02 PM
83	retired	Sep 30, 2014 5:20 PM
84	52404	Sep 30, 2014 2:30 PM
85	52240	Sep 30, 2014 2:07 PM
86	52317	Sep 30, 2014 2:02 PM
87	52402	Sep 30, 2014 1:43 PM
88	52404	Sep 30, 2014 1:39 PM
89	52403	Sep 30, 2014 1:33 PM
90	52401	Sep 30, 2014 1:22 PM
91	52401	Sep 30, 2014 1:22 PM
92	52240	Sep 30, 2014 12:39 PM
93	52353	Sep 30, 2014 12:38 PM
94	Retired/disabled	Sep 30, 2014 11:11 AM
95	52404	Sep 30, 2014 11:03 AM

Q2. Where do you work (enter ZIP code)?		
96	52242	Sep 30, 2014 10:25 AM
97	52401	Sep 30, 2014 10:04 AM
98	52205	Sep 30, 2014 8:27 AM
99	52401	Sep 30, 2014 7:52 AM
100	52403	Sep 30, 2014 7:31 AM
101	52242	Sep 30, 2014 6:52 AM
102	52404	Sep 30, 2014 4:55 AM
103	52242	Sep 29, 2014 6:40 PM
104	52241	Sep 29, 2014 6:17 PM
105	52404	Sep 29, 2014 6:00 PM
106	52402	Sep 29, 2014 3:45 PM
107	52353	Sep 29, 2014 2:26 PM
108	52242	Sep 29, 2014 12:49 PM
109	52040	Sep 29, 2014 10:58 AM
110	all over the county	Sep 29, 2014 10:40 AM
111	52402	Sep 29, 2014 10:34 AM
112	50010	Sep 29, 2014 9:37 AM
113	52353	Sep 29, 2014 9:14 AM
114	52404	Sep 29, 2014 8:39 AM

Q2. Where do you work (enter ZIP code)?

115	52405	Sep 29, 2014 8:03 AM
116	52242	Sep 29, 2014 7:37 AM
117	52245	Sep 29, 2014 7:10 AM
118	52753	Sep 29, 2014 6:30 AM
119	52242	Sep 29, 2014 6:27 AM
120	52402	Sep 29, 2014 6:18 AM
121	52404	Sep 29, 2014 6:10 AM
122	52404	Sep 29, 2014 6:05 AM
123	52403	Sep 29, 2014 6:01 AM
124	52404	Sep 29, 2014 4:28 AM
125	52240	Sep 28, 2014 5:15 AM
126	52242	Sep 27, 2014 11:42 AM
127	52402	Sep 27, 2014 6:42 AM
128	52327	Sep 26, 2014 9:03 PM
129	52242	Sep 26, 2014 7:58 PM
130	52317	Sep 26, 2014 2:40 PM
131	52245	Sep 26, 2014 2:12 PM
132	52240	Sep 26, 2014 1:57 PM
133	52347	Sep 26, 2014 1:11 PM

Q2. Where do you work (enter ZIP code)?

134	52240	Sep 26, 2014 1:08 PM
135	52240	Sep 26, 2014 12:51 PM
136	52240	Sep 26, 2014 12:26 PM
137	52361	Sep 26, 2014 12:25 PM
138	52405	Sep 26, 2014 12:24 PM
139	52402	Sep 26, 2014 11:56 AM
140	52205	Sep 26, 2014 11:48 AM
141	52242	Sep 26, 2014 11:23 AM
142	52242	Sep 26, 2014 8:05 AM
143	52242	Sep 26, 2014 7:44 AM
144	52240	Sep 26, 2014 7:29 AM
145	52401	Sep 26, 2014 7:20 AM
146	52057	Sep 26, 2014 7:14 AM
147	52245	Sep 26, 2014 6:52 AM
148	52401	Sep 26, 2014 6:50 AM
149	52317	Sep 26, 2014 6:46 AM
150	52240	Sep 26, 2014 6:25 AM
151	52247	Sep 26, 2014 6:19 AM
152	52242	Sep 26, 2014 6:18 AM

Q2. Where do you work (enter ZIP code)?

153	52220	Sep 26, 2014 6:16 AM
154	52243	Sep 26, 2014 6:08 AM
155	52241	Sep 26, 2014 5:53 AM
156	52241	Sep 26, 2014 5:51 AM
157	52404	Sep 26, 2014 5:51 AM
158	52405 / 52349	Sep 26, 2014 5:50 AM
159	52240	Sep 26, 2014 5:49 AM
160	52405	Sep 26, 2014 5:44 AM
161	52401	Sep 26, 2014 5:34 AM
162	52404	Sep 26, 2014 5:28 AM
163	52404	Sep 26, 2014 5:24 AM
164	52240	Sep 26, 2014 5:19 AM
165	52240	Sep 26, 2014 4:35 AM
166	52361	Sep 26, 2014 4:15 AM
167	52301	Sep 26, 2014 4:11 AM
168	52361	Sep 26, 2014 2:15 AM
169	52242	Sep 25, 2014 8:00 PM
170	52245	Sep 25, 2014 7:26 PM
171	52241	Sep 25, 2014 7:23 PM

Q2. Where do you work (enter ZIP code)?

172	52203	Sep 25, 2014 6:47 PM
173	52404	Sep 25, 2014 6:22 PM
174	52402	Sep 25, 2014 6:11 PM
175	52245	Sep 25, 2014 5:59 PM
176	52317	Sep 25, 2014 5:17 PM
177	52241	Sep 25, 2014 4:51 PM
178	52240	Sep 25, 2014 4:08 PM
179	52242	Sep 25, 2014 3:59 PM
180	52242	Sep 25, 2014 3:55 PM
181	52317	Sep 25, 2014 3:28 PM
182	52240	Sep 25, 2014 3:02 PM
183	52404	Sep 25, 2014 1:56 PM
184	52404	Sep 25, 2014 1:48 PM
185	52241	Sep 25, 2014 1:43 PM
186	52242	Sep 25, 2014 1:40 PM
187	52241	Sep 25, 2014 1:39 PM
188	52402	Sep 25, 2014 1:31 PM
189	52405	Sep 25, 2014 1:24 PM
190	52404	Sep 25, 2014 1:21 PM

Q2. Where do you work (enter ZIP code)?

191	52317	Sep 25, 2014 1:20 PM
192	52246	Sep 25, 2014 1:20 PM
193	52246	Sep 25, 2014 1:19 PM
194	52405	Sep 25, 2014 1:17 PM
195	52240	Sep 25, 2014 1:11 PM
196	52404	Sep 25, 2014 1:04 PM
197	52342	Sep 25, 2014 1:04 PM
198	52241	Sep 25, 2014 1:04 PM
199	52240	Sep 25, 2014 1:02 PM
200	52404	Sep 25, 2014 1:01 PM
201	52405	Sep 25, 2014 1:01 PM
202	52401	Sep 25, 2014 1:01 PM
203	52242	Sep 25, 2014 12:59 PM
204	52241	Sep 25, 2014 12:57 PM
205	52403	Sep 25, 2014 12:51 PM
206	52240	Sep 25, 2014 12:49 PM
207	52242	Sep 25, 2014 12:49 PM
208	52404	Sep 25, 2014 12:45 PM
209	52405	Sep 25, 2014 12:34 PM

Q2. Where do you work (enter ZIP code)?		
210	52404	Sep 25, 2014 12:29 PM
211	52240	Sep 25, 2014 12:17 PM
212	52405	Sep 25, 2014 12:16 PM
213	52404	Sep 25, 2014 12:08 PM
214	52404	Sep 25, 2014 12:00 PM
215	52405	Sep 25, 2014 11:53 AM
216	52405	Sep 25, 2014 11:53 AM
217	52242	Sep 25, 2014 11:33 AM
218	18222	Sep 25, 2014 8:54 AM
219	52406	Sep 25, 2014 8:23 AM
220	52242	Sep 25, 2014 7:40 AM
221	52356	Sep 25, 2014 7:30 AM
222	52317	Sep 25, 2014 7:08 AM
223	52242	Sep 25, 2014 7:02 AM
224	52241	Sep 25, 2014 6:59 AM
225	52245	Sep 25, 2014 5:46 AM
226	52241	Sep 25, 2014 5:34 AM
227	52401	Sep 24, 2014 7:31 PM
228	52246	Sep 24, 2014 6:34 PM

Q2. Where do you work (enter ZIP code)?		
229	52241	Sep 24, 2014 5:57 PM
230	52498	Sep 24, 2014 5:16 PM
231	52402 other person works in iowa city	Sep 24, 2014 5:04 PM
232	52402	Sep 24, 2014 4:37 PM
233	52403	Sep 24, 2014 3:09 PM
234	52404	Sep 24, 2014 2:58 PM
235	52402	Sep 24, 2014 2:34 PM
236	52302	Sep 24, 2014 2:08 PM
237	52349	Sep 24, 2014 2:01 PM
238	52241	Sep 24, 2014 1:47 PM
239	52402	Sep 24, 2014 1:45 PM
240	52405	Sep 24, 2014 1:26 PM
241	52328	Sep 24, 2014 1:15 PM
242	52404	Sep 24, 2014 1:11 PM
243	52402	Sep 24, 2014 1:10 PM
244	52404	Sep 24, 2014 12:48 PM
245	52402	Sep 24, 2014 12:38 PM
246	52402	Sep 24, 2014 12:32 PM
247	52302	Sep 24, 2014 12:25 PM

Q2. Where do you work (enter ZIP code)?		
248	52402	Sep 24, 2014 12:23 PM
249	52241	Sep 24, 2014 12:23 PM
250	52233	Sep 24, 2014 12:12 PM
251	52317	Sep 24, 2014 11:59 AM
252	52246	Sep 24, 2014 11:55 AM
253	52241	Sep 24, 2014 11:51 AM
254	52401	Sep 24, 2014 11:49 AM
255	52208	Sep 24, 2014 11:48 AM
256	52404	Sep 24, 2014 11:47 AM
257	52242	Sep 24, 2014 11:47 AM
258	52401	Sep 24, 2014 11:45 AM
259	52241	Sep 24, 2014 11:44 AM
260	52314	Sep 24, 2014 11:43 AM
261	52404	Sep 24, 2014 11:41 AM
262	52401	Sep 24, 2014 11:39 AM
263	52404	Sep 24, 2014 11:39 AM
264	52403	Sep 24, 2014 11:38 AM
265	52401	Sep 24, 2014 11:37 AM
266	52402	Sep 24, 2014 11:34 AM

Q2. Where do you work (enter ZIP code)?

267	52402	Sep 24, 2014 11:33 AM
268	52244-4550	Sep 24, 2014 11:31 AM
269	52240	Sep 24, 2014 11:28 AM
270	52402	Sep 24, 2014 11:23 AM
271	52402	Sep 24, 2014 11:16 AM
272	52402	Sep 24, 2014 11:15 AM
273	52404	Sep 24, 2014 11:04 AM
274	52402	Sep 24, 2014 11:03 AM
275	52402	Sep 24, 2014 10:44 AM
276	52402	Sep 24, 2014 10:44 AM
277	52406	Sep 24, 2014 10:43 AM
278	52402	Sep 24, 2014 10:38 AM
279	52402	Sep 24, 2014 10:37 AM
280	52402	Sep 24, 2014 10:33 AM
281	52402	Sep 24, 2014 10:29 AM
282	52404	Sep 24, 2014 9:55 AM
283	52242	Sep 24, 2014 8:12 AM
284	52556	Sep 24, 2014 8:10 AM
285	52402	Sep 24, 2014 6:36 AM

Q2. Where do you work (enter ZIP code)?

286	52241	Sep 24, 2014 5:59 AM
287	52243	Sep 24, 2014 5:14 AM
288	52242	Sep 24, 2014 5:13 AM
289	52242	Sep 24, 2014 5:06 AM
290	52242	Sep 24, 2014 5:04 AM
291	52354	Sep 24, 2014 5:01 AM
292	52404	Sep 24, 2014 4:05 AM
293	52241	Sep 24, 2014 3:31 AM
294	52242	Sep 24, 2014 1:34 AM
295	52302	Sep 23, 2014 7:52 PM
296	52243	Sep 23, 2014 7:20 PM
297	52317	Sep 23, 2014 7:13 PM
298	52246	Sep 23, 2014 6:52 PM
299	52232	Sep 23, 2014 6:38 PM
300	52442	Sep 23, 2014 5:57 PM
301	52242	Sep 23, 2014 5:43 PM
302	52242	Sep 23, 2014 5:42 PM
303	52401	Sep 23, 2014 4:51 PM
304	52241	Sep 23, 2014 2:38 PM

Q2. Where do you work (enter ZIP code)?

305	52242	Sep 23, 2014 2:22 PM
306	52401	Sep 23, 2014 1:56 PM
307	52404	Sep 23, 2014 1:51 PM
308	52240	Sep 23, 2014 1:42 PM
309	52242	Sep 23, 2014 1:22 PM
310	52240	Sep 23, 2014 1:20 PM
311	52404	Sep 23, 2014 1:00 PM
312	52404	Sep 23, 2014 12:46 PM
313	52404	Sep 23, 2014 12:32 PM
314	52240	Sep 23, 2014 12:28 PM
315	52402	Sep 23, 2014 12:27 PM
316	52641	Sep 23, 2014 12:10 PM
317	52404	Sep 23, 2014 12:09 PM
318	52361	Sep 23, 2014 12:00 PM
319	52353	Sep 23, 2014 11:54 AM
320	52241	Sep 23, 2014 11:48 AM
321	52205	Sep 23, 2014 11:40 AM
322	52345	Sep 23, 2014 11:40 AM
323	52401	Sep 23, 2014 11:35 AM

Q2. Where do you work (enter ZIP code)?

324	52404	Sep 23, 2014 11:31 AM
325	52404	Sep 23, 2014 11:29 AM
326	52404	Sep 23, 2014 11:18 AM
327	52057	Sep 23, 2014 11:15 AM
328	50702	Sep 23, 2014 11:09 AM
329	52404	Sep 23, 2014 11:03 AM
330	52243	Sep 23, 2014 11:00 AM
331	52402	Sep 23, 2014 10:53 AM
332	52242	Sep 23, 2014 10:49 AM
333	52402	Sep 23, 2014 10:46 AM
334	52240	Sep 23, 2014 10:37 AM
335	52246	Sep 23, 2014 10:32 AM
336	52241	Sep 23, 2014 10:29 AM
337	52401	Sep 23, 2014 10:28 AM
338	52242	Sep 23, 2014 9:49 AM
339	52404	Sep 23, 2014 8:46 AM
340	52403	Sep 22, 2014 2:15 PM
341	52245	Sep 22, 2014 11:42 AM
342	52401	Sep 22, 2014 10:04 AM

Q2. Where do you work (enter ZIP code)?

343	52246	Sep 22, 2014 9:01 AM
344	52245	Sep 22, 2014 8:42 AM
345	52245	Sep 22, 2014 4:22 AM
346	52404	Sep 21, 2014 6:57 PM
347	52403	Sep 21, 2014 12:08 PM
348	52245	Sep 21, 2014 10:55 AM
349	52241	Sep 21, 2014 6:10 AM
350	52406	Sep 21, 2014 12:47 AM
351	52240	Sep 20, 2014 2:30 PM
352	52245	Sep 20, 2014 11:34 AM
353	52240	Sep 20, 2014 8:56 AM
354	52405	Sep 20, 2014 8:43 AM
355	52404	Sep 19, 2014 8:18 PM
356	52404	Sep 19, 2014 7:35 PM
357	52401	Sep 19, 2014 4:26 PM
358	52499	Sep 19, 2014 2:31 PM
359	52246	Sep 19, 2014 2:29 PM
360	52404	Sep 19, 2014 2:14 PM
361	52404	Sep 19, 2014 1:44 PM

Q2. Where do you work (enter ZIP code)?

362	52402	Sep 19, 2014 1:04 PM
363	52242	Sep 19, 2014 12:28 PM
364	52240	Sep 19, 2014 11:30 AM
365	52242	Sep 19, 2014 11:16 AM
366	52336	Sep 19, 2014 11:05 AM
367	52499	Sep 19, 2014 10:29 AM
368	52242	Sep 19, 2014 10:15 AM
369	52406	Sep 19, 2014 10:09 AM
370	52404	Sep 19, 2014 9:51 AM
371	52240	Sep 19, 2014 9:00 AM
372	52242	Sep 19, 2014 8:50 AM
373	52403	Sep 19, 2014 8:46 AM
374	52403	Sep 19, 2014 8:26 AM
375	52498	Sep 19, 2014 8:21 AM
376	52404	Sep 19, 2014 7:31 AM
377	52406	Sep 19, 2014 7:27 AM
378	52402	Sep 19, 2014 7:25 AM
379	52242	Sep 19, 2014 7:15 AM
380	52404	Sep 19, 2014 7:10 AM

Q2. Where do you work (enter ZIP code)?

381	50735	Sep 19, 2014 6:52 AM
382	52401	Sep 19, 2014 6:32 AM
383	52240	Sep 19, 2014 6:18 AM
384	52242	Sep 19, 2014 5:55 AM
385	52240	Sep 19, 2014 5:53 AM
386	52401	Sep 19, 2014 5:46 AM
387	52233	Sep 19, 2014 5:32 AM
388	52402	Sep 19, 2014 5:32 AM
389	52401	Sep 19, 2014 5:30 AM
390	52203	Sep 19, 2014 5:21 AM
391	52406	Sep 19, 2014 5:18 AM
392	52242	Sep 19, 2014 4:32 AM
393	52403	Sep 19, 2014 4:24 AM
394	52241	Sep 19, 2014 4:22 AM
395	52404	Sep 19, 2014 3:41 AM
396	52317	Sep 19, 2014 3:31 AM
397	52240	Sep 19, 2014 3:16 AM
398	52403	Sep 19, 2014 2:52 AM
399	52240	Sep 19, 2014 2:29 AM

Q2. Where do you work (enter ZIP code)?

400	52240	Sep 19, 2014 1:00 AM
401	52242	Sep 18, 2014 8:37 PM
402	52405	Sep 18, 2014 7:48 PM
403	52402	Sep 18, 2014 7:07 PM
404	61265	Sep 18, 2014 6:19 PM
405	52242	Sep 18, 2014 6:10 PM
406	52242	Sep 18, 2014 6:07 PM
407	52246	Sep 18, 2014 5:59 PM
408	52241	Sep 18, 2014 5:43 PM
409	52242	Sep 18, 2014 5:24 PM
410	50010	Sep 18, 2014 5:16 PM
411	52310	Sep 18, 2014 5:12 PM
412	52404	Sep 18, 2014 3:14 PM
413	52401	Sep 18, 2014 1:54 PM
414	52406	Sep 18, 2014 1:52 PM
415	52401	Sep 18, 2014 12:47 PM
416	52241	Sep 18, 2014 10:55 AM
417	52245	Sep 18, 2014 9:41 AM
418	52404	Sep 18, 2014 9:36 AM

Q2. Where do you work (enter ZIP code)?

419	52245	Sep 18, 2014 8:50 AM
420	52404	Sep 18, 2014 8:49 AM
421	52240	Sep 18, 2014 5:43 AM
422	52240	Sep 18, 2014 5:20 AM
423	52245	Sep 18, 2014 4:54 AM
424	52240	Sep 18, 2014 4:53 AM
425	52402	Sep 18, 2014 3:57 AM
426	52402	Sep 18, 2014 12:59 AM
427	52498	Sep 17, 2014 8:23 PM
428	52410	Sep 17, 2014 7:54 PM
429	52401	Sep 17, 2014 7:15 PM
430	52404	Sep 17, 2014 7:08 PM
431	52233	Sep 17, 2014 7:02 PM
432	52240	Sep 17, 2014 6:00 PM
433	52402	Sep 17, 2014 5:50 PM
434	52241	Sep 17, 2014 5:43 PM
435	52498	Sep 17, 2014 5:42 PM
436	52499	Sep 17, 2014 5:21 PM
437	52404	Sep 17, 2014 4:47 PM

Q2. Where do you work (enter ZIP code)?

438	52402	Sep 17, 2014 4:33 PM
439	52233	Sep 17, 2014 4:21 PM
440	52245	Sep 17, 2014 4:13 PM
441	52401	Sep 17, 2014 4:01 PM
442	52404	Sep 17, 2014 3:58 PM
443	52240	Sep 17, 2014 3:29 PM
444	52242	Sep 17, 2014 3:10 PM
445	52227	Sep 17, 2014 3:07 PM
446	52246	Sep 17, 2014 2:44 PM
447	52245	Sep 17, 2014 2:26 PM
448	52401	Sep 17, 2014 12:57 PM
449	52240	Sep 17, 2014 12:51 PM
450	52242	Sep 17, 2014 12:34 PM
451	52240	Sep 17, 2014 12:24 PM
452	52402	Sep 17, 2014 12:09 PM
453	52240	Sep 17, 2014 11:27 AM
454	52245	Sep 17, 2014 10:31 AM
455	52246	Sep 17, 2014 10:28 AM
456	52404	Sep 17, 2014 10:21 AM

Q2. Where do you work (enter ZIP code)?

457	52401	Sep 17, 2014 10:17 AM
458	52246	Sep 17, 2014 10:04 AM
459	52498	Sep 17, 2014 10:04 AM
460	52402	Sep 17, 2014 9:52 AM
461	52245	Sep 17, 2014 9:51 AM
462	52242	Sep 17, 2014 9:38 AM
463	52242	Sep 17, 2014 9:32 AM
464	52233	Sep 17, 2014 9:24 AM
465	52402	Sep 17, 2014 9:18 AM
466	52404	Sep 17, 2014 9:02 AM
467	52242	Sep 17, 2014 8:58 AM
468	52240	Sep 17, 2014 8:53 AM
469	52404	Sep 17, 2014 8:50 AM
470	52401	Sep 17, 2014 8:39 AM
471	52317	Sep 17, 2014 8:25 AM
472	52241	Sep 17, 2014 8:24 AM
473	52404	Sep 17, 2014 8:20 AM
474	52240	Sep 17, 2014 8:08 AM
475	52242	Sep 17, 2014 8:08 AM

Q2. Where do you work (enter ZIP code)?

476	52404	Sep 17, 2014 8:01 AM
477	52243	Sep 17, 2014 7:56 AM
478	52240	Sep 17, 2014 7:54 AM
479	52404	Sep 17, 2014 7:52 AM
480	52243	Sep 17, 2014 7:48 AM
481	52240	Sep 17, 2014 7:47 AM
482	52401	Sep 17, 2014 7:46 AM
483	52402	Sep 17, 2014 7:46 AM
484	52241	Sep 17, 2014 7:40 AM
485	52402	Sep 17, 2014 7:40 AM
486	52240	Sep 17, 2014 7:38 AM
487	52442	Sep 17, 2014 7:37 AM
488	52241	Sep 17, 2014 7:36 AM
489	52242	Sep 17, 2014 7:33 AM
490	52245	Sep 17, 2014 7:33 AM
491	52242	Sep 17, 2014 7:33 AM
492	52240	Sep 17, 2014 7:32 AM
493	52245	Sep 17, 2014 7:32 AM
494	52404	Sep 17, 2014 7:29 AM

Q2. Where do you work (enter ZIP code)?

495	52243	Sep 17, 2014 7:27 AM
496	52240	Sep 17, 2014 7:26 AM
497	52242	Sep 17, 2014 7:24 AM
498	52242	Sep 17, 2014 7:22 AM
499	52245	Sep 17, 2014 7:16 AM
500	52240	Sep 17, 2014 7:14 AM
501	52240	Sep 17, 2014 7:12 AM
502	52242	Sep 17, 2014 7:12 AM
503	52242	Sep 17, 2014 7:11 AM
504	52241	Sep 17, 2014 7:06 AM
505	52402	Sep 17, 2014 7:03 AM
506	52246	Sep 17, 2014 7:01 AM
507	52402	Sep 17, 2014 6:56 AM
508	42240	Sep 17, 2014 6:54 AM
509	52404	Sep 17, 2014 6:51 AM
510	52240	Sep 17, 2014 6:50 AM
511	52401	Sep 17, 2014 6:49 AM
512	52403	Sep 17, 2014 6:42 AM
513	52411	Sep 17, 2014 6:34 AM

Q2. Where do you work (enter ZIP code)?

514	52402	Sep 17, 2014 6:34 AM
515	52404	Sep 17, 2014 6:33 AM
516	52401	Sep 17, 2014 6:31 AM
517	52404	Sep 17, 2014 6:30 AM
518	52498	Sep 17, 2014 6:29 AM
519	52402	Sep 17, 2014 6:25 AM
520	52241	Sep 17, 2014 6:24 AM
521	52242	Sep 17, 2014 6:24 AM
522	52499	Sep 17, 2014 6:21 AM
523	52411	Sep 17, 2014 6:20 AM
524	52404	Sep 17, 2014 6:20 AM
525	52402	Sep 17, 2014 6:19 AM
526	52242	Sep 17, 2014 6:16 AM
527	52233	Sep 17, 2014 6:15 AM
528	52498	Sep 17, 2014 6:12 AM
529	52245	Sep 17, 2014 5:58 AM
530	52317	Sep 17, 2014 5:57 AM
531	52245	Sep 17, 2014 5:47 AM
532	52401	Sep 17, 2014 5:43 AM

Q2. Where do you work (enter ZIP code)?

533	52404	Sep 17, 2014 5:28 AM
534	52402	Sep 17, 2014 2:54 AM
535	52403	Sep 17, 2014 1:50 AM
536	52403	Sep 16, 2014 10:11 PM
537	52402	Sep 16, 2014 7:45 PM
538	52245	Sep 16, 2014 7:37 PM
539	52233	Sep 16, 2014 6:21 PM
540	52403	Sep 16, 2014 5:14 PM
541	52243	Sep 16, 2014 4:27 PM
542	52402	Sep 16, 2014 3:54 PM
543	52233	Sep 16, 2014 2:08 PM
544	52404	Sep 16, 2014 1:34 PM
545	50401	Sep 16, 2014 1:31 PM
546	52318	Sep 16, 2014 1:28 PM
547	52404	Sep 16, 2014 1:10 PM
548	52240	Sep 16, 2014 1:02 PM
549	52404	Sep 16, 2014 1:01 PM
550	52402	Sep 16, 2014 12:57 PM
551	52402	Sep 16, 2014 12:55 PM

Q2. Where do you work (enter ZIP code)?

552	52241	Sep 16, 2014 12:51 PM
553	50405	Sep 16, 2014 12:46 PM
554	52246	Sep 16, 2014 12:46 PM
555	52242	Sep 16, 2014 12:43 PM
556	52404	Sep 16, 2014 12:34 PM
557	52402	Sep 16, 2014 12:34 PM
558	52204	Sep 16, 2014 12:33 PM
559	52403	Sep 16, 2014 12:32 PM
560	52404	Sep 16, 2014 12:30 PM
561	52404	Sep 16, 2014 12:28 PM
562	52401	Sep 16, 2014 12:26 PM
563	52401	Sep 16, 2014 12:21 PM
564	52404	Sep 16, 2014 12:21 PM
565	52411	Sep 16, 2014 12:20 PM
566	52401	Sep 16, 2014 12:20 PM
567	52405	Sep 16, 2014 12:19 PM
568	52242	Sep 16, 2014 12:17 PM
569	52401	Sep 16, 2014 12:11 PM
570	52242	Sep 16, 2014 11:48 AM

Q2. Where do you work (enter ZIP code)?

571	50010	Sep 16, 2014 11:32 AM
572	52242	Sep 16, 2014 11:11 AM
573	52804	Sep 16, 2014 11:05 AM
574	52242	Sep 16, 2014 11:04 AM
575	52243	Sep 16, 2014 10:36 AM
576	52406	Sep 16, 2014 10:14 AM
577	52241	Sep 16, 2014 10:03 AM
578	52240	Sep 16, 2014 9:20 AM
579	52499	Sep 16, 2014 9:07 AM
580	52404	Sep 16, 2014 9:03 AM
581	52240	Sep 16, 2014 8:31 AM
582	52404	Sep 16, 2014 8:12 AM
583	52402	Sep 16, 2014 8:10 AM
584	52240	Sep 16, 2014 8:09 AM
585	52404	Sep 16, 2014 8:02 AM
586	52241	Sep 16, 2014 7:56 AM
587	52302	Sep 16, 2014 7:53 AM
588	52401	Sep 16, 2014 7:47 AM
589	52404	Sep 16, 2014 7:47 AM

Q2. Where do you work (enter ZIP code)?

590	52498	Sep 16, 2014 7:44 AM
591	52404	Sep 16, 2014 7:44 AM
592	52233	Sep 16, 2014 7:43 AM
593	52327	Sep 16, 2014 7:40 AM
594	52302	Sep 16, 2014 7:36 AM
595	52406	Sep 16, 2014 7:30 AM
596	52402	Sep 16, 2014 7:28 AM
597	52241	Sep 16, 2014 7:26 AM
598	52498	Sep 16, 2014 7:22 AM
599	52404	Sep 16, 2014 7:20 AM
600	52411	Sep 16, 2014 7:16 AM
601	52404	Sep 16, 2014 6:40 AM
602	52404	Sep 16, 2014 6:24 AM
603	52404	Sep 16, 2014 6:02 AM
604	52401	Sep 16, 2014 5:45 AM
605	52402	Sep 16, 2014 4:19 AM
606	52240	Sep 16, 2014 3:00 AM
607	52242	Sep 16, 2014 1:36 AM
608	52406	Sep 15, 2014 6:36 PM

Q2. Where do you work (enter ZIP code)?

609	52243	Sep 15, 2014 6:05 PM
610	52246	Sep 15, 2014 4:48 PM
611	52404	Sep 15, 2014 1:57 PM
612	52404	Sep 15, 2014 1:53 PM
613	52243	Sep 15, 2014 1:24 PM
614	52243	Sep 15, 2014 1:22 PM
615	52317	Sep 15, 2014 12:53 PM
616	52411	Sep 15, 2014 12:52 PM
617	52246	Sep 15, 2014 12:46 PM
618	52404	Sep 15, 2014 12:30 PM
619	52404	Sep 15, 2014 12:28 PM
620	52223	Sep 15, 2014 11:29 AM
621	52404	Sep 15, 2014 11:23 AM

Q3. How do you typically travel to work?

1	I do volunteer work at different locations in iowa city area	Oct 12, 2014 2:37 PM
2	unemployed	Oct 8, 2014 4:42 AM
3	combination of walk, bike, bus, and drive alone. If buses went more often I'd take them more; if we had real bike lanes, with barriers, I'd definitely bike more often. Too dangerous as is.	Oct 3, 2014 7:56 PM
4	Public Bus Transportation, are you kidding??? this is not the stone age! people will not take a stinking bus! go with an electric light rail system, get with the program	Oct 2, 2014 6:47 AM
5	retired	Sep 30, 2014 5:20 PM
6	Employee van pool	Sep 26, 2014 11:23 AM
7	Univeristy of Iowa Hospital and Clinics	Sep 26, 2014 5:49 AM
8	Also, bike about 3.5 miles	Sep 25, 2014 7:23 PM
9	With my current work schedule, it is difficult to carpool.	Sep 25, 2014 5:17 PM
10	In the summer sometimes I bicycle.	Sep 25, 2014 1:02 PM
11	Sometimes carpool with another person.	Sep 25, 2014 11:53 AM
12	I live and work in Pennsylvania	Sep 25, 2014 8:54 AM
13	University of Iowa	Sep 25, 2014 7:02 AM
14	Retired	Sep 24, 2014 5:57 PM
15	When I do go into the office, I drive alone.	Sep 24, 2014 2:58 PM
16	Bike during nice weather	Sep 24, 2014 2:34 PM
17	retired	Sep 24, 2014 11:44 AM
18	University of Iowa Hospitals and Clinics	Sep 24, 2014 5:06 AM

Q3. How do you typically travel to work?

19	University of Iowa	Sep 24, 2014 5:04 AM
20	travel from CR to IA CTY to the univ.hosp	Sep 23, 2014 11:55 AM
21	spouse and myself	Sep 22, 2014 2:15 PM
22	I commute 2 days a week with a friend in my car	Sep 20, 2014 8:43 AM
23	my work hrs dictate that i drive	Sep 19, 2014 8:50 AM
24	weather permitting, mostly drive alone in winter	Sep 19, 2014 8:21 AM
25	Drive alone but drop off child at daycare	Sep 18, 2014 6:10 PM
26	I pay for a driver to take me back and forth from work	Sep 18, 2014 12:59 AM
27	Carpool when I can.	Sep 17, 2014 5:21 PM
28	in sales....work from home and travel	Sep 17, 2014 2:50 PM
29	I also transport my children with me.	Sep 17, 2014 10:17 AM
30	Combination drive alone and work from home	Sep 17, 2014 8:08 AM
31	University of Iowa	Sep 17, 2014 7:37 AM
32	The University of Iowa	Sep 17, 2014 7:33 AM
33	UIHC vanpool	Sep 17, 2014 7:24 AM
34	University of Iowa Hospital	Sep 17, 2014 7:22 AM
35	University of Iowa	Sep 17, 2014 7:12 AM
36	Drive to bus stop and take campus in. Sometimes bike	Sep 17, 2014 6:16 AM
37	University of Iowa	Sep 16, 2014 12:43 PM

Q3. How do you typically travel to work?

38	Work Normally involves commuting All over the state of Iowa (Paramedic)	Sep 16, 2014 11:32 AM
39	husband and I work at the same location so we take turns driving.	Sep 15, 2014 6:05 PM
40	Husband and I work at the same place so we take turns driving.	Sep 15, 2014 1:24 PM
41	husband and I work at the same location so we take turns driving.	Sep 15, 2014 1:22 PM

Q11. If you do make regular stops on your commute, is it to:

1	run errands , groceries and such	Oct 12, 2014 2:37 PM
2	Buy coffee	Oct 9, 2014 2:32 PM
3	Pick up groceries, attend mental health care appointments	Oct 7, 2014 11:21 AM
4	Get a pop	Oct 7, 2014 11:15 AM
5	I drive to my parking lot at the university, where I board Cambus to go the rest of the way to work.	Oct 3, 2014 7:49 PM
6	pick up coffee or breakfast	Oct 3, 2014 11:50 AM
7	Meet my carpool	Oct 3, 2014 5:38 AM
8	Other meetings at various locations	Oct 2, 2014 9:46 AM
9	Busses are uncomfortable and unsafe, for goodness sakes get with the modern age and go with electric light rail !	Oct 2, 2014 6:47 AM
10	gym, mall area, drug store, grocery store	Oct 1, 2014 6:17 PM
11	Sometimes I stop at a convenience store to buy iced tea	Oct 1, 2014 11:42 AM
12	gas/fuel	Oct 1, 2014 5:09 AM
13	errands	Sep 30, 2014 10:25 AM
14	GAS	Sep 29, 2014 3:45 PM
15	post office, groceries, bank, etc...	Sep 29, 2014 10:58 AM
16	do my job. I do hospice care in homes.	Sep 29, 2014 10:40 AM
17	to get coffee, pop, or gas	Sep 29, 2014 6:27 AM
18	Errands, pick up medications at a pharmacy, doctor appointments, pickup groceries, mail packages	Sep 29, 2014 6:10 AM
19	Gas Station	Sep 29, 2014 6:05 AM

Q11. If you do make regular stops on your commute, is it to:

20	groceries, errands etc	Sep 28, 2014 5:15 AM
21	breakfast	Sep 26, 2014 7:58 PM
22	n/a	Sep 26, 2014 2:12 PM
23	Go to store	Sep 26, 2014 11:56 AM
24	drop off and pick up of other van riders	Sep 26, 2014 11:23 AM
25	Work out at Marion Y in am	Sep 26, 2014 7:14 AM
26	Stop at convenience store	Sep 26, 2014 6:50 AM
27	library	Sep 26, 2014 6:18 AM
28	NA	Sep 25, 2014 6:11 PM
29	grocery pick up	Sep 25, 2014 1:24 PM
30	morning fountain pop for work	Sep 25, 2014 1:21 PM
31	mostly errands	Sep 25, 2014 1:11 PM
32	It is a bus route with stops on the way.	Sep 25, 2014 1:02 PM
33	Sometimes stop at the store on the way home.	Sep 25, 2014 12:16 PM
34	Live and work in PA	Sep 25, 2014 8:54 AM
35	errands	Sep 25, 2014 5:34 AM
36	Go to bank or grocery	Sep 24, 2014 3:09 PM
37	Get coffee	Sep 24, 2014 1:26 PM
38	errands	Sep 24, 2014 11:47 AM

Q11. If you do make regular stops on your commute, is it to:

39	To stop and get my work vehicle	Sep 24, 2014 9:55 AM
40	Dont make any regular stops	Sep 24, 2014 5:59 AM
41	Coffee stop	Sep 23, 2014 6:52 PM
42	Gas-Beerb	Sep 23, 2014 5:57 PM
43	to eat or buy groceries	Sep 23, 2014 11:55 AM
44	gas, food	Sep 23, 2014 11:54 AM
45	Coffee	Sep 23, 2014 8:46 AM
46	no	Sep 22, 2014 8:42 AM
47	2 days a week a do stop to pick someone up at their home to drop them off at work, and then pick them up at work	Sep 20, 2014 8:43 AM
48	Breakfast/Caffine stop	Sep 19, 2014 2:29 PM
49	sometimes to get gas in car	Sep 19, 2014 2:14 PM
50	Get gas or groceries	Sep 19, 2014 12:28 PM
51	Gas/Food	Sep 19, 2014 10:09 AM
52	Gym in north liberty	Sep 19, 2014 5:55 AM
53	gas station stop for gas, snack, etc.	Sep 19, 2014 5:46 AM
54	I have to drive to Iowa City multiple times a week for meetings as well, so some days I will take 3 trips from IA City to CR	Sep 19, 2014 5:32 AM
55	store on the way to work	Sep 18, 2014 9:41 AM
56	Get coffee	Sep 18, 2014 8:49 AM
57	dont stop	Sep 17, 2014 8:23 PM

Q11. If you do make regular stops on your commute, is it to:

58	convenience store	Sep 17, 2014 7:08 PM
59	coffee	Sep 17, 2014 4:47 PM
60	Pick up breakfast	Sep 17, 2014 10:04 AM
61	Pick up a coffee/breakfast	Sep 17, 2014 8:08 AM
62	Car crashes tend to cause regular stops	Sep 17, 2014 7:32 AM
63	N/A	Sep 17, 2014 6:25 AM
64	COFFEE!!!	Sep 17, 2014 5:58 AM
65	I regularly cluster errands together to reduce driving time and fuel consumption.	Sep 16, 2014 10:11 PM
66	breakfast	Sep 16, 2014 1:10 PM
67	Pick Up Mail at the Post Office in downtown Cedar Rapids	Sep 16, 2014 1:01 PM
68	Gas, or other purchases	Sep 16, 2014 12:34 PM
69	Go to the Post Office to pick up the mail	Sep 16, 2014 12:32 PM
70	shopping	Sep 16, 2014 12:21 PM
71	Gas	Sep 16, 2014 11:04 AM
72	If I do, it is to run an errand, like get gas	Sep 16, 2014 8:10 AM
73	Soda	Sep 16, 2014 8:02 AM
74	run errands - grocery, drug store, shopping, cleaners. Walk	Sep 16, 2014 7:40 AM
75	Drink	Sep 16, 2014 7:36 AM
76	groc, prescription pick up	Sep 16, 2014 5:45 AM

Q11. If you do make regular stops on your commute, is it to:

77	going to the gym	Sep 15, 2014 6:05 PM
78	grocery, gas...etc	Sep 15, 2014 1:57 PM

Q12. What industry do you work in?		
1	Entertainment	Oct 12, 2014 6:34 PM
2	Government	Oct 9, 2014 2:32 PM
3	unemployed	Oct 8, 2014 4:42 AM
4	Local government	Oct 8, 2014 4:08 AM
5	Corrections	Oct 7, 2014 11:58 AM
6	Grad Student	Oct 2, 2014 3:30 PM
7	Transportation	Oct 2, 2014 2:04 PM
8	Nonprofit	Oct 2, 2014 11:25 AM
9	Social service	Oct 2, 2014 8:44 AM
10	Church	Oct 2, 2014 7:27 AM
11	Telcommunications/utility	Oct 2, 2014 7:02 AM
12	Civil Engineering	Oct 2, 2014 6:01 AM
13	Consulting	Oct 1, 2014 4:41 PM
14	Aerospace & Defense	Oct 1, 2014 2:42 PM
15	Legal	Oct 1, 2014 9:26 AM
16	Pepsi	Oct 1, 2014 5:09 AM
17	logistics	Sep 30, 2014 6:02 PM
18	Nonprofit	Sep 30, 2014 1:39 PM
19	transportation	Sep 30, 2014 12:38 PM

Q12. What industry do you work in?		
20	Non profit	Sep 30, 2014 10:04 AM
21	transportation	Sep 30, 2014 8:27 AM
22	Utility	Sep 30, 2014 7:52 AM
23	Transpartation	Sep 30, 2014 4:55 AM
24	servicing the public	Sep 29, 2014 10:58 AM
25	Government	Sep 29, 2014 10:34 AM
26	Government	Sep 29, 2014 9:14 AM
27	IDOT and Truck driver	Sep 29, 2014 8:39 AM
28	Professional services	Sep 29, 2014 6:30 AM
29	Human Services- day program for people with disabilities	Sep 29, 2014 6:10 AM
30	Non-Profit	Sep 26, 2014 2:40 PM
31	Human Services	Sep 26, 2014 1:08 PM
32	Hospitatlity	Sep 26, 2014 12:26 PM
33	County Government	Sep 26, 2014 11:48 AM
34	Highway Construction	Sep 26, 2014 7:14 AM
35	Library	Sep 26, 2014 6:46 AM
36	human services	Sep 26, 2014 6:25 AM
37	welder2	Sep 26, 2014 6:19 AM
38	Consulting Engineering	Sep 26, 2014 5:53 AM

Q12. What industry do you work in?		
39	Media	Sep 26, 2014 5:51 AM
40	Social Services	Sep 26, 2014 5:50 AM
41	Mental Health	Sep 26, 2014 5:44 AM
42	Government	Sep 26, 2014 5:28 AM
43	Social Work	Sep 26, 2014 5:24 AM
44	social work	Sep 26, 2014 5:19 AM
45	fundraising	Sep 25, 2014 7:26 PM
46	Distribution	Sep 25, 2014 6:22 PM
47	gov't	Sep 25, 2014 3:02 PM
48	Marketing	Sep 25, 2014 1:56 PM
49	Human Services	Sep 25, 2014 1:40 PM
50	Engineering/Consulting	Sep 25, 2014 1:39 PM
51	Government - County	Sep 25, 2014 1:21 PM
52	non profit advocacy	Sep 25, 2014 1:11 PM
53	Human Services	Sep 25, 2014 1:04 PM
54	Research and Development pharmaceuticals	Sep 25, 2014 1:04 PM
55	Area Agency on Aging	Sep 25, 2014 1:01 PM
56	Social Work	Sep 25, 2014 1:01 PM
57	Social Services	Sep 25, 2014 12:49 PM

Q12. What industry do you work in?

58	local government	Sep 25, 2014 12:45 PM
59	Government	Sep 25, 2014 12:29 PM
60	Government	Sep 25, 2014 11:53 AM
61	Nuclear- Raidiation Protection	Sep 25, 2014 8:54 AM
62	municipality	Sep 25, 2014 5:34 AM
63	Architecture	Sep 24, 2014 7:31 PM
64	Customer service	Sep 24, 2014 6:34 PM
65	Retired	Sep 24, 2014 5:57 PM
66	Communications/consultation	Sep 24, 2014 2:08 PM
67	Recreation (Golf Course)	Sep 24, 2014 12:25 PM
68	author	Sep 24, 2014 11:59 AM
69	government	Sep 24, 2014 11:55 AM
70	Sales and marketing	Sep 24, 2014 11:47 AM
71	volunteer work	Sep 24, 2014 11:44 AM
72	auto collision	Sep 24, 2014 11:41 AM
73	Marketing/Consulting	Sep 24, 2014 11:39 AM
74	Broadcasting	Sep 24, 2014 11:38 AM
75	hotels	Sep 24, 2014 11:28 AM
76	R.O.W. Survey	Sep 24, 2014 11:04 AM

Q12. What industry do you work in?

77	Transportation	Sep 24, 2014 9:55 AM
78	Government	Sep 24, 2014 8:10 AM
79	construction	Sep 24, 2014 5:01 AM
80	State	Sep 24, 2014 4:05 AM
81	Insurance	Sep 23, 2014 6:52 PM
82	U of Iowa	Sep 23, 2014 5:57 PM
83	Government	Sep 23, 2014 1:51 PM
84	materials inspection	Sep 23, 2014 12:46 PM
85	Local Goverment	Sep 23, 2014 12:28 PM
86	construction	Sep 23, 2014 12:10 PM
87	state services	Sep 23, 2014 12:09 PM
88	Maintenance	Sep 23, 2014 12:00 PM
89	highway maintenance division	Sep 23, 2014 11:54 AM
90	State	Sep 23, 2014 11:48 AM
91	transportation	Sep 23, 2014 11:40 AM
92	transportation	Sep 23, 2014 11:40 AM
93	engineering	Sep 23, 2014 11:31 AM
94	goverment	Sep 23, 2014 11:29 AM
95	Construction	Sep 23, 2014 11:18 AM

Q12. What industry do you work in?

96	ROAD CONST.	Sep 23, 2014 11:15 AM
97	Marketing	Sep 23, 2014 11:09 AM
98	Government	Sep 23, 2014 11:03 AM
99	student Uofl taking night class at Kirkwood	Sep 23, 2014 10:32 AM
100	human services	Sep 23, 2014 10:28 AM
101	Electrical Utility	Sep 22, 2014 9:01 AM
102	Public Service	Sep 21, 2014 6:57 PM
103	Nun Ya Business	Sep 19, 2014 2:29 PM
104	government	Sep 19, 2014 11:30 AM
105	Govt	Sep 19, 2014 9:00 AM
106	Social Services	Sep 19, 2014 8:26 AM
107	County Government	Sep 19, 2014 7:31 AM
108	I do technology for education	Sep 19, 2014 7:10 AM
109	Government	Sep 19, 2014 6:32 AM
110	Construction Contractor - Sheet Metal	Sep 19, 2014 5:32 AM
111	Architecture	Sep 19, 2014 5:18 AM
112	transportation	Sep 19, 2014 1:00 AM
113	sales	Sep 18, 2014 5:16 PM
114	College Athletics Administration	Sep 18, 2014 1:54 PM

Q12. What industry do you work in?

115	Architecture/Engineering	Sep 18, 2014 1:52 PM
116	Insurance	Sep 18, 2014 12:47 PM
117	Corrections	Sep 18, 2014 10:55 AM
118	Transportation/Engineering	Sep 18, 2014 9:36 AM
119	Engineering	Sep 18, 2014 5:43 AM
120	Real estate - processing/financing	Sep 18, 2014 3:57 AM
121	engineering	Sep 17, 2014 6:00 PM
122	legal	Sep 17, 2014 5:50 PM
123	Service	Sep 17, 2014 5:43 PM
124	Multifamily	Sep 17, 2014 2:44 PM
125	Consulting	Sep 17, 2014 12:57 PM
126	Membership organization	Sep 17, 2014 12:51 PM
127	civil engineer consulting	Sep 17, 2014 12:24 PM
128	Marketing	Sep 17, 2014 10:21 AM
129	Legal	Sep 17, 2014 10:17 AM
130	Marketing/Design	Sep 17, 2014 9:24 AM
131	Engineering	Sep 17, 2014 9:18 AM
132	Transportation	Sep 17, 2014 9:02 AM
133	Engineering	Sep 17, 2014 8:53 AM

Q12. What industry do you work in?

134	Recreation	Sep 17, 2014 8:25 AM
135	Biotechnology	Sep 17, 2014 8:24 AM
136	Media	Sep 17, 2014 8:08 AM
137	Engineering	Sep 17, 2014 7:54 AM
138	Non-Profit	Sep 17, 2014 7:47 AM
139	Engineering	Sep 17, 2014 7:40 AM
140	Advertising	Sep 17, 2014 7:40 AM
141	Bio-Tech	Sep 17, 2014 7:36 AM
142	Egineering	Sep 17, 2014 7:32 AM
143	Marketing	Sep 17, 2014 7:29 AM
144	Professional services	Sep 17, 2014 7:14 AM
145	Engineering	Sep 17, 2014 7:06 AM
146	Goverment	Sep 17, 2014 6:54 AM
147	marketing research	Sep 17, 2014 6:42 AM
148	Engineering/construction	Sep 17, 2014 6:33 AM
149	Hotel	Sep 17, 2014 6:25 AM
150	Research	Sep 17, 2014 6:16 AM
151	Engineering	Sep 17, 2014 5:28 AM
152	Profesional services	Sep 16, 2014 10:11 PM

Q12. What industry do you work in?		
153	Legal	Sep 16, 2014 3:54 PM
154	goverment	Sep 16, 2014 1:10 PM
155	Real estate	Sep 16, 2014 12:57 PM
156	Marketing	Sep 16, 2014 12:55 PM
157	media/publishing	Sep 16, 2014 12:51 PM
158	Non-profit	Sep 16, 2014 12:46 PM
159	Beverage Wholesale	Sep 16, 2014 12:34 PM
160	Publishing	Sep 16, 2014 12:32 PM
161	Entertainment	Sep 16, 2014 12:30 PM
162	Construction	Sep 16, 2014 12:21 PM
163	Emergency Services (911)	Sep 16, 2014 11:32 AM
164	Student at University of Iowa	Sep 16, 2014 11:11 AM
165	Teacher	Sep 16, 2014 11:05 AM
166	Insurance	Sep 16, 2014 9:07 AM
167	catering	Sep 16, 2014 8:31 AM
168	Government	Sep 16, 2014 8:12 AM
169	Marketing	Sep 16, 2014 8:10 AM
170	transportation	Sep 16, 2014 7:47 AM
171	government	Sep 16, 2014 7:40 AM

Q12. What industry do you work in?

172	Disaster Restoraation	Sep 16, 2014 7:36 AM
173	Media	Sep 16, 2014 7:28 AM
174	biomedical research	Sep 16, 2014 7:26 AM
175	Transportation	Sep 16, 2014 7:20 AM
176	Government	Sep 16, 2014 6:40 AM
177	government	Sep 16, 2014 6:24 AM
178	Government	Sep 16, 2014 6:02 AM
179	Governmental	Sep 16, 2014 4:19 AM
180	government	Sep 15, 2014 1:53 PM
181	Government	Sep 15, 2014 12:46 PM
182	Public Servce	Sep 15, 2014 12:30 PM
183	Government	Sep 15, 2014 12:28 PM
184	Advertising	Sep 15, 2014 11:29 AM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

1	The increased amount of semi's on the road during peak drive times. The new metal fencing along the interstate that keeps crashes on the highway instead of the ditch	Oct 12, 2014 6:34 PM
2	Bus stops have no shelter in bad weather	Oct 12, 2014 3:34 PM
3	for someone trying to coordinate a number of destinations during the day, the timing of public transport is prohibitive.	Oct 12, 2014 2:37 PM
4	Better bike infrastructure, more frequent buses in the winter.	Oct 9, 2014 2:32 PM
5	The new cables are horrible in the winter. Leaves car on road for rear ends	Oct 8, 2014 7:13 PM
6	Coralville bus schedule and routes need to be improved, especially on Saturday.	Oct 8, 2014 4:42 AM
7	Lack of funding, need to raise fuel tax	Oct 8, 2014 4:08 AM
8	With only 2 lanes there are too may cars in line in the left lane hoping to pass people. I've yet to do the commute in the winter but I expect I will be late for work often. Also Getting off of 380 south onto 80 is pretty nasty. If a 3rd lane all the way isn't going to happen, a lane expansion for getting on and off like what is already below on 80 would be nice.	Oct 7, 2014 4:17 PM
9	Yes. I would like to take the bus (as I used to) but the Cedar Rapids bus system doesn't run after 8 in the evening, which makes it challenging for people that are seeking work.	Oct 7, 2014 11:21 AM
10	Seriously, we have bike safety issues here, which seem to have fallen off our City Council's agenda. Sharrows merely generate confusion, and too many motorists don't watch for bikes. Also, the morning commute from the west side of town goes straight into the sun; the evening commute does too, meaning drivers often can't see bikes. A separate bike lane system with traffic barriers would make bicycling far safer and more attractive.	Oct 3, 2014 7:56 PM
11	380	Oct 3, 2014 11:50 AM
12	Condition of the roadways, particularly I-380 between Cedar Rapids and Iowa City.	Oct 3, 2014 10:50 AM
13	Traffic signals are not a viable option for getting off hwy 30. Please stick with off ramps	Oct 3, 2014 10:18 AM
14	Construction will be starting on my main commute route so i will have to drive through small towns to get to work and so will everybody else. I'm guessing there will be major congestion in the small towns and it will break down their pavement faster and there are school zones. The construction needs to be done, but something also needs to be done about traffic.	Oct 3, 2014 8:33 AM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

15	Collins road, Hwy 151, A highway please note; I am guaranteed to be stopped at 6 traffic lights in front of Lindale Mall both directions during workers drive times. Every single light is red. It is usually faster to pull into Lindale and drive 10mph in front of the mall down that stretch and then get back on collins for Two more red lights. Everyone is driving on back streets in Cedar Rapids due to the terrible red light timings.	Oct 3, 2014 8:11 AM
16	More bicycle infrastructure is needed. I am lucky to have a few bike lanes and indoor bike parking, but many parts of the community are not accessible for bicycle commuters to use in a safe manner.	Oct 3, 2014 4:09 AM
17	Speed of traffic on 380 and 80	Oct 3, 2014 3:01 AM
18	here in north liberty we don't have public transportation , all what we have is on bus that goes to iowa city on the morning and come back at 5 pm	Oct 2, 2014 7:43 PM
19	Congestion, safety, ADA	Oct 2, 2014 2:04 PM
20	I work with a lot of low income people in North Liberty, for whom lack of mass transit is a very serious issue. They are often without reliable personal transportation and are sometimes unable to get to important appointments.	Oct 2, 2014 7:27 AM
21	Way too congested; some entrance ramps don't give enough room for acceleration; not enough space to maneuver during heavy traffic times; red light cameras drivers slow, then speed back up again.	Oct 2, 2014 7:04 AM
22	congestion on I380 between Iowa city and Cedar rapids	Oct 2, 2014 7:02 AM
23	The quality of roads in Iowa is the worst in the nation! ALL roads including the interstate to secondary roads need improvement. More money needs to be spent on this or would the state like the repair bill attributed to the shape of the roads you force us to use???	Oct 2, 2014 6:47 AM
24	Safe bike route entire way to work would allow me to bike to work. Disconnected chunks of bike route don't help.	Oct 2, 2014 3:52 AM
25	frequency and flexibility of options during early mornings, before and after work for running errands en route to home, non-metro area stops availability (park/ride along interstate options needed, availability near schools)	Oct 1, 2014 6:17 PM
26	i380, in good weather, is a white knuckle drive. I travel a lot, and i feel safer driving in any major city compared to my daily commute on 380 from Iowa City to Cedar Rapids. There needs to be Lightrail service between Cedar Rapids and Iowa City...The Corridor would benefit from such service, and it would legitimize us as a serious research/hi-tech/industry hub. It would help attract educated professionals who are looking for such a working environment and infrastructure.	Oct 1, 2014 4:41 PM
27	No - I take highway 1 in to work and it's a very pleasant drive.	Oct 1, 2014 11:42 AM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

28	People in poverty without vehicles who need access to services & resources in nearby communities.	Oct 1, 2014 10:52 AM
29	Access to I-380 from North Liberty	Oct 1, 2014 8:46 AM
30	There are no options for work schedules that are not exactly the same every day. I work in an environment (like many at the University of Iowa), where you often have to stay a little late or show up a little early.	Oct 1, 2014 5:30 AM
31	Winter weather/driving conditions	Oct 1, 2014 5:09 AM
32	I typically never encounter an law enforcement, ie for excessive speeding, unsafe drivers	Oct 1, 2014 5:06 AM
33	Yes Animnals on the highways especially 965 North Liberty... they need to add reflectors or something to keep animals off the road ie: deer	Oct 1, 2014 4:45 AM
34	Not enough lanes for amount of traffic. Newly installed guardrails in the median create more potential for accidents than they prevent.	Oct 1, 2014 4:02 AM
35	Modern, public options would be nice	Sep 30, 2014 8:41 PM
36	Need more public transit. Not just the bus.	Sep 30, 2014 8:35 PM
37	Connecting bike paths to each other to make bicycle commuting easier & safer. Paths great for pleasure rides but can be hard to find route that isn't miles out of the way and provides enough space for a cyclist. I380 is terrible to drive on because drivers cruise in the left lane congesting traffic unnecessarily	Sep 30, 2014 7:47 PM
38	East west corridors in the CR metro area need major improvements. Getting N/S from Iowa City to Cedar Rapids is important. Equally important is navigating East/West corridors. Tower Terrace road should be a DOT priory with related I-380 improvements.	Sep 30, 2014 6:19 PM
39	Horrible bus schedules especially for a college town.	Sep 30, 2014 2:07 PM
40	Want more direct route to bike to work	Sep 30, 2014 1:43 PM
41	Need more options to commute from small towns near 380 to get to large cities (such as a bus)	Sep 30, 2014 12:39 PM
42	Hwy 30 is absolutely terrible. You know it's bad when you are going west to Cedar Rapids, and you don't even have to steer, because the road is so worn you tires stay in the tracks	Sep 30, 2014 7:52 AM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?		
43	Whey there is a lack crossing of city and county lines	Sep 29, 2014 10:34 AM
44	condition of the roads is continuing to deteriorate	Sep 29, 2014 9:14 AM
45	Road quality	Sep 29, 2014 8:39 AM
46	I-380 is increasingly congested - stop and go traffic	Sep 29, 2014 6:30 AM
47	Options for transportation other than personal vehicles is VERY limited for people in rural areas. I live in a small town 20 miles from a major city, where I work, and if for some reason I would no longer be able to drive, I would not be able to continue to work.	Sep 29, 2014 6:10 AM
48	I believe our public transportation system is often too costly for the under funded memebbers of our community. I also feel that there is an extreme shortage of after regular business hours transportation for our struggling working community members. Furthermore I strongly believe that Title 19 should provide assistance to clients that as determined to be abusing drugs and alcohol or mentally ill and have been accepted into a treatment facility. The fact that they are not able to get a ride to treatment is absurd.	Sep 29, 2014 6:05 AM
49	bus system is NOT usable for most, realistically	Sep 29, 2014 4:28 AM
50	Bad bus routes and lack of midday and sunday service	Sep 26, 2014 7:58 PM
51	Congestion on Highway 965. Interstate 380 from Iowa City to/from Cedar Rapids is very busy in the morning/afternoon commutes.	Sep 26, 2014 2:12 PM
52	In relation to safety - Winter weather road treatment on interstates. Several times in the last couple years the liquid treatment freezes overnight and turns to ice along the tire tracks from cars. Happens most often in the right lane where the heavier traffic is.	Sep 26, 2014 1:11 PM
53	Condition of roads and bridges.	Sep 26, 2014 11:48 AM
54	No	Sep 26, 2014 8:05 AM
55	for long distance travel we should have rail service	Sep 26, 2014 7:29 AM
56	My Schedule can easily be changed to have me work until very late or come in very early.	Sep 26, 2014 7:14 AM
57	There is only one bus run each way, (to IC in am, to NL in afternoon), so the travel times do not match up well with work	Sep 26, 2014 6:52 AM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

	times. I know of many whom go not ride the bus because their shift starts before the bus arrives or ends after the bus leaves.	
58	There are limited rides from Iowa City to North Liberty along Hwy 965. The bus services North Liberty two time a day. For people who live there and want to work transportation is a major challenge often preventing them from seeking employment.	Sep 26, 2014 6:25 AM
59	country roads need more funding.	Sep 26, 2014 6:19 AM
60	No intercity transportation	Sep 26, 2014 6:18 AM
61	transportation buses for disabled adults are cost prohibitive	Sep 26, 2014 6:16 AM
62	safety concerns especially in and around North Liberty at stop signs with significant increase in traffic	Sep 26, 2014 5:51 AM
63	Buses are not available on Sundays or after 6pm, leaving no inexpensive transportation options to people who cannot drive. This limits the activities that they can do.	Sep 26, 2014 5:34 AM
64	Limited availability of public transportation in small towns (population less than 2500 and below)	Sep 26, 2014 2:15 AM
65	I travel through North Liberty; not the smartest planners in the world, when they compliment themselves on following a 1960's plan in 2012-2014. They had a chance to make 965 flow through town; instead they solved the 1960 traffic flow not 2014.	Sep 25, 2014 7:23 PM
66	Three of the major roadways in and out of North Liberty are all under construction at the same time, one of them being completely closed off. Huge headache.	Sep 25, 2014 6:47 PM
67	Pulling out onto 965 on curve/Scales Bend Rd intersection. Bad/unsafe intersection especially at peak commute times.	Sep 25, 2014 5:59 PM
68	Wish we had either a train or bus. There is one bus but it leaves too early and returns too late	Sep 25, 2014 3:55 PM
69	no.	Sep 25, 2014 1:40 PM
70	Our current public transit in Cedar Rapids is pitiful. We should have buses that run every 10 minutes, not just one loop per quadrant per hour. Traveling by bus here takes a good portion of one's day to get where one needs to go. Please consider improving the public transit in Cedar Rapids. If it were efficient and available I would not need a car to get my kids to daycare and to get myself to work every day. Currently, if I used the bus I would need to drop my kids off and wait one hour for another bus to come by to pick me up and go to the transit depot to catch yet another bus to work. Seems	Sep 25, 2014 1:24 PM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

	silly it takes to long to get around a city as small as Cedar Rapids.	
71	Affordable transportation is a huge issue for my clients. All of these clients have brain injuries. Many live in rural areas. Many are low income. Little resources for non-medical transportation.	Sep 25, 2014 1:11 PM
72	It is difficult to use the exisitng bus schedule to get to and from work in a timely manner.	Sep 25, 2014 1:04 PM
73	The infrastructure is simply not keeping up with the population growth.	Sep 25, 2014 1:04 PM
74	Not enough flexibility in the local system.	Sep 25, 2014 1:02 PM
75	Limited transportation options for adults with disabilities and low income seniors.	Sep 25, 2014 1:01 PM
76	Train to cities within Iowa.	Sep 25, 2014 1:01 PM
77	Lack of adequate traffic planning--sometimes congestion is a matter of getting traffic flowing better by light timing. An excellent example is sitting in front of a green light but can't move because the next light had traffic backed up. It's a vicious circle of non-movement.	Sep 25, 2014 12:59 PM
78	No routes near my home in North Liberty.	Sep 25, 2014 12:49 PM
79	Poor condition of the roads, especially around Cedar Rapids.	Sep 25, 2014 12:45 PM
80	Traffic lights could be more fluent.	Sep 25, 2014 12:16 PM
81	Speed Cameras	Sep 25, 2014 11:53 AM
82	East Coast Traffic is a mess. Esp, Philadelphia. Iowa has NO traffic problems.	Sep 25, 2014 8:54 AM
83	They need to KEEP the cameras on I-380. It is SO MUCH EASIER merging onto 380 with the cameras in place now than before. It used to be a HUGE SAFETY factor getting off of work and trying to get on 380 before those cameras.	Sep 25, 2014 8:23 AM
84	No	Sep 25, 2014 7:08 AM
85	little to no evening and night transportation options, other than cab or private car....no busses run after 6pm and before 6pm the schedules are too long in between and not convenient to use. Used to work in IC but had to quit due to transportation issues	Sep 24, 2014 5:04 PM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

86	Local govt does not plan well for growth or for bikers. Need to anticipate growth and need for road repair better. Instead of trying to expand/purchase roads/land within a small area, govt should look to the bigger picture and plan for growth (example: spend effort on bypass using County Home Road not Tower Terrace).	Sep 24, 2014 4:37 PM
87	Amount of time it takes to clean the snow off the roads.	Sep 24, 2014 2:58 PM
88	no	Sep 24, 2014 1:10 PM
89	enough parking spaces once I arrive at work parking lot especially during periods of seasonal employees	Sep 24, 2014 12:48 PM
90	no	Sep 24, 2014 12:38 PM
91	Quality of roads	Sep 24, 2014 11:55 AM
92	no	Sep 24, 2014 11:45 AM
93	380 corridor is a disaster - need options - rail would be so great were there backup bus service to loading - disembarking locations.	Sep 24, 2014 11:44 AM
94	no	Sep 24, 2014 11:41 AM
95	Too much congestion, idiot drivers	Sep 24, 2014 11:39 AM
96	No	Sep 24, 2014 11:33 AM
97	bus times are not convenient or I would absolutely take the bus - no transportation to CRapids/IC and seems silly! Can't get jobs or get ppl from CR to work in this area	Sep 24, 2014 11:28 AM
98	No transportation systems offered at all in small towns. Only personal vehicles Only transportation system in CR that I know of is the bus. Not user friendly!!! No route for me to use. Not available at the times that I need. Need to have a train from CR to Iowa City!	Sep 24, 2014 11:16 AM
99	people who are unable to drive have not many options at all	Sep 24, 2014 11:03 AM
100	Limited capacity on I-380 South. Interchanges, especially North Liberty exits are congested and off-ramps periodically backed up to 70mph interstate traffic.	Sep 24, 2014 10:44 AM
101	different routes when having to reroute for accidents or construction	Sep 24, 2014 10:33 AM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

102	no	Sep 24, 2014 10:29 AM
103	Deer crossing interstate.	Sep 24, 2014 5:59 AM
104	Slow moving vehicles/farm equipment on roads causing safety problems	Sep 24, 2014 5:14 AM
105	Id like to pedal it but the only pavement for 4 miles is highway 218. NOT an option on a bicycle in the morning commute.	Sep 24, 2014 5:01 AM
106	Only two lanes on 380. No trains as option	Sep 23, 2014 7:20 PM
107	Too much traffic on 380	Sep 23, 2014 7:13 PM
108	Road maintenance	Sep 23, 2014 6:38 PM
109	Semi truck traffic and idiots texting	Sep 23, 2014 5:57 PM
110	Congestion of traffic on I-380 during peak hours and Iowa Games in Iowa City. I work 12 hours shifts and my shift can start at 0700,0900,1100,1300,1500,1900 and so do my coworkers. Carpooling and van pool are difficult because shifts are always different. Oublic transport does not ususally run at 0300.	Sep 23, 2014 2:22 PM
111	Need more mass transit means	Sep 23, 2014 12:10 PM
112	Quality of roadways should be number one.	Sep 23, 2014 12:00 PM
113	need to add more lane lanes especially at the I-80 / I-380 interchange bridges	Sep 23, 2014 11:55 AM
114	no	Sep 23, 2014 11:48 AM
115	availability	Sep 23, 2014 11:31 AM
116	Get these traffic signals fixed. Stop lights that change for 1 car and stop 20 others or we are sitting at a light when the green has no one there.	Sep 23, 2014 11:29 AM
117	Transit time using public transportation, lack of freedom from dedicated route, lack of flexibility.	Sep 23, 2014 11:18 AM
118	The drive is incredibly dangerous and people are vindictive in their driving, cutting people off, honking, passing and blocking passing by driving under the limit in the travel lane...the people obeying the laws are just as rude as those breaking them. I can't believe there aren't more accidents than there are.	Sep 23, 2014 11:00 AM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

119	Too many vehicles in only 2 lanes of highway each direction. 3 lanes would increase safety and reduce congestion.	Sep 23, 2014 10:49 AM
120	Excessive speeding	Sep 23, 2014 10:32 AM
121	380 is so packed on my way home from work and is constantly packed up for something.	Sep 23, 2014 10:29 AM
122	Lack of police patrols so people drive recklessly	Sep 23, 2014 10:28 AM
123	I380 is a nightmare. I don't know how many times I've nearly been killed. Too many aggressive drivers, there's been an accident every day this week tying up traffic and slowing down the commute. Something has to be done to continue to monitor these folks on a daily basis.	Sep 23, 2014 8:46 AM
124	Poor road conditions. We built the roads, theres no excuse for not maintaining them. Iowa has THE worst roads ive been on with the possible exception of the far Northeast, Maine, New Hampshire, Vermont, New York.	Sep 22, 2014 2:15 PM
125	I-380 needs to be at least 3 lanes if not 4 each way. Too much traffic congestion every morning and evening.	Sep 22, 2014 10:04 AM
126	Lack of alternate routes to/from destination, if the main route is not passable, has an accident, or is too congested.	Sep 22, 2014 9:01 AM
127	Road conditions in the winter time. Short on/off ramps. Stupid drivers.	Sep 22, 2014 4:22 AM
128	Travel time predictions and management of incidents	Sep 21, 2014 6:57 PM
129	Left hand land drivers! It seems there are a lot of drivers who do not know or just refuse to follow the current driving laws. There is no effort to watch traffic around them and make smart choices of when to pass, etc. The Monday signs are great but do not post often enough what the left lane is for. I think people forget it is not simply a city street between the two cities but instead is a major interstate. Semis should not be allowed to travel in the left lane, they pass on hills and block traffic for miles, it backs up, and drivers get impatient and tailgate each other! Our roads are in shambles, objects are being thrown at our vehicles all the time. I think it is time to put all licensed drivers into a lottery pool and when you go to get it renewed, you may have to take the written test to get it and you will be assessed an additional fee for this test. If you do not pass it, you cannot drive until you do. We need better educated and courteous drivers traveling on better roads. Due to my work schedule, overtime at any given moment, I cannot use public transportation, car pools, etc. I380 has grown too small to handle the traffic. I am tired of the governors' commercials bragging about a state surplus, put it to use and widen I380 before there are 70,000+ cars traveling it, PLEASE!!!!	Sep 20, 2014 11:34 AM
130	The infrastructure has not been planned futuristically for the needs and growth of the corridor. It is a major concern and now, impacting travel times and also, safety of drivers who pay taxes for the road use.	Sep 19, 2014 8:18 PM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

131	don't be afraid to 3 lane the I-380 corridor before hell freezes over like you have going through Iowa City, 80 between Davenport to Des Moines needs done also	Sep 19, 2014 2:29 PM
132	A bus or train would be good - it would take a little longer to get to work, but would be better for environment	Sep 19, 2014 2:14 PM
133	There are no options for public transit between CR and IC. For two rapidly growing cities and all the hype and persuasion to have people move back to this area, the state is not accomodating for growing traffic. There is also a lack of safety on 380. People drive way too fast for conditions and traffic patterns. Hence the multiple car wrecks multiple times per week.	Sep 19, 2014 11:16 AM
134	Cedar Rapids' Collins Road/Hwy 100 Bypass is a disaster, and unfortunately the "best" way to get through Marion to Hwy 151. The lights are timed so horribly that you are guaranteed to sit at numerous red lights - even on the "bypass". My commute is lengthened by 5-10 minutes each way due to poorly timed lights that impede smooth traffic flow. Traffic will routinely get a green light only to be stopped by a red light only one block later. The NE side of Cedar Rapids/S side of Marion definitely needs to get its act together regarding the ease of east-west commuters.	Sep 19, 2014 11:05 AM
135	The off ramp from I-380 to Penn St. in North Liberty gets very very backed up. It seems like the green light doesn't give enough time for many cars to get through. Also there aren't many options for getting into North Liberty besides 965, which is under construction at this time and now gets backed up	Sep 19, 2014 10:29 AM
136	Poor and/or inconsiderate drivers. Drivers who don't know the rules of the road and common courtesies.	Sep 19, 2014 9:51 AM
137	Need stricter traffic enforcement along the I-380 corridor and going south past the I-80 Interchange. Vehicles drive way too fast and there is too much tailgating. I'm surprised there aren't more accidents and fatalities. Drivers are wayyyy too aggressive.	Sep 19, 2014 9:00 AM
138	I-380 is not equipped to safely accommodate increasing traffic- semi trailers constantly abuse the left lane at slower speeds resulting in conjection & traffic back up which invites collisions- it's very VERY dangerous	Sep 19, 2014 8:50 AM
139	Many Cedar Rapids streets have potholes in need of filling. I never see speed limit enforcement, either in town or on highways. Red light running is rampant, especially on Collins Rd NE at F Avenue in Cedar Rapids.	Sep 19, 2014 8:21 AM
140	Semi trucks causing even more congestion by driving in left lanes during rush hour. Traffice is bumper to bumper causing accidents which increases commute times.	Sep 19, 2014 7:15 AM
141	Going along with safety - tailgating on both I-380 and Hwy 13 is awful. Traffic is often congested enough that there's no way to pull into the right-hand lane, or I still get tailgated in the right-hand lane.	Sep 19, 2014 7:10 AM
142	bad weather	Sep 19, 2014 6:52 AM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

143	Overall skill or ability of drivers is decreasing.	Sep 19, 2014 6:32 AM
144	Increase of semi drivers on the interstate. Lack of state patrol.	Sep 19, 2014 6:18 AM
145	Really hate driving on 380 with the congestion, exit onto I 80.	Sep 19, 2014 5:55 AM
146	We have experienced back ups on 380 every day for the last couple of weeks. These are not all wrecks-some are just pulled over. Congestion occurs even without wrecks or cars pulled over. Something needs to be done on 380 now!!! Maybe make it 6 lanes	Sep 19, 2014 5:53 AM
147	I have major concern for people driving under the speed limit in the passing lane on I-380. This creates terrible congestion and people drive crazier trying to get around.	Sep 19, 2014 5:32 AM
148	interstate is not motorcycle friendly. Too dangerous to ride motorcycle on interstate, so if I do ride I have to take highways because they are safer, even though it makes my commute considerably longer	Sep 19, 2014 4:22 AM
149	There has been an increase in unsafe driving behaviors on 380. There has been more tailgating and cutting in(in an unsafe behavior).	Sep 19, 2014 3:31 AM
150	Who will pay for the maintenance and upkeep of the existing bus system which appears to be over-worked and underfunded?	Sep 19, 2014 1:00 AM
151	Traffic congestion is increasing. With the current closure of 965 there is a lot more traffic on Penn Street in North Liberty. There are days where it now takes a good 15 to 20 minutes to get from Jones Blvd. to the interstate. Not sure of the cause, but the backup seems to be with the light/onramp on the west side of the interchange. With increased congestion on I380 I've noticed an increase in accidents over the the last 12 months which greatly impact travel time between North Liberty and Cedar Rapids.	Sep 18, 2014 7:48 PM
152	Semi truck traffic	Sep 18, 2014 6:19 PM
153	There is not enough enforcement visible on 380 and 218. This is especially true at 3:19am when high school kids hit the Interstate and drive recklessly.	Sep 18, 2014 5:59 PM
154	An additional interchange is needed at I380 & Forevergreen	Sep 18, 2014 5:24 PM
155	No.	Sep 18, 2014 1:54 PM
156	The increasing traffic congestion is terrible. Driving at 70 mph bumper to bumper leaves no response time. You can't	Sep 18, 2014 1:52 PM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

even create response time because the space gets filled in with cars from the other lanes trying to pass. My biggest concern is I know it is just a matter of time before I am involved in an accident, hopefully not with a semi. The only public transportation I would use would be train. A bus is just as prone to getting stuck in a traffic jam as the rest of us or traveling at a slow pace due to weather.

157	No	Sep 18, 2014 4:54 AM
158	There is no public transportation between Iowa City and Cedar Rapids even though there is a lot of people who has to travel back and forth every single day	Sep 18, 2014 12:59 AM
159	Driving stress is harmful to my health, both psychological and physical health	Sep 17, 2014 8:23 PM
160	Traffic accidents are becoming more common. A light rail commuting system would benefit this area greatly.	Sep 17, 2014 7:54 PM
161	I travel between North Liberty and Cedar Rapids. When there is a windmill going down 380 or an accident, there are few alternative routes. With 965 closed and the Mehaffey Bridge route slowed because of construction, there are few alternatives. A third lane needs to be installed on 380 and Highway 13 needs to be extended south to merge into Highway 1 to give more traffic capacity between the Iowa City and Cedar Rapids areas.	Sep 17, 2014 7:15 PM
162	Concerned in the wintertime. Car traffic is too fast for the conditions, and interstate 380 is many times not well enough salted or sanded. The bridge across the Cedar River is particularly hazardous, easily turning into an ice rink. Also there is an increasing amount of semi truck traffic especially during rush hours.... expanding to 3 lanes between Cedar Rapids and Iowa City would greatly help this.	Sep 17, 2014 5:42 PM
163	No	Sep 17, 2014 5:21 PM
164	Interstate 380 is horrible. It needs to be at least 3 lanes.	Sep 17, 2014 4:13 PM
165	No	Sep 17, 2014 3:29 PM
166	There needs to be a 3rd lane of traffic from the 80 interchange to just past North Liberty and there needs to be another access point in North Liberty	Sep 17, 2014 3:07 PM
167	Assholes that think they can be in the left lane of 380 and immediately exit onto 80.	Sep 17, 2014 2:44 PM
168	Parking locations so it would be possible to bike at least a portion of the commute	Sep 17, 2014 12:24 PM
169	I have tried to get the North Liberty bus to change its return from Iowa by 10 minutes. If it would leave 10 minutes later	Sep 17, 2014 11:27 AM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

	then folks working at ACT and Pearson would be able to ride the bus to and from North Liberty.	
170	Police/news agencies inability to warn commuters of accidents/traffic issues.	Sep 17, 2014 10:31 AM
171	People who drive on 380 are idiots. Like seriously.	Sep 17, 2014 10:21 AM
172	Insufficient traffic enforcement. Irresponsible and aggressive drivers.	Sep 17, 2014 10:17 AM
173	It would be nice to 3 lane the highway. The other opportunity would be a train. I assume there is a rail system that connects Iowa City to Cedar Rapids. I do not know the operating cost impact but it is something that could be evaluated if the rail already exists.	Sep 17, 2014 8:50 AM
174	The commute on I380 is usually pretty terrible. Congested, accidents several times a week, careless drivers, etc.	Sep 17, 2014 8:24 AM
175	380 needs more lanes - it would also be great to have rail transportation between CR and Iowa City	Sep 17, 2014 7:48 AM
176	As this survey reflects, I-380 is becoming increasingly more congested and dangerous to drive on every day. I am concerned for the safety of myself and other cautious drivers as it seems the speed cars are consistently paced at are 10 mph more than the speed limit and reckless drivers (speeding, weaving in and out of lanes) are causing major accidents, which increase congestion and travel times. Perhaps an increased level of police presence would minimize this? Additionally, when these accidents do occur, there doesn't seem to be a heavy presence of traffic management by police or state troopers. Congestion during these accidents could be minimized if a plan for flow was further developed and police could clear accident scenes quicker and more efficiently. Better yet, a communications plan (messages on electronic boards reflecting any delays or travel times, accidents/delays shared via radio stations or news outlets, alerts about delays on I-380 more prominently shared, etc.) so that drivers can plan around the congestion: go various routes, delay their travel time, etc.	Sep 17, 2014 7:47 AM
177	No safe bicycle trails between North Liberty and Cedar Rapids. No public transportation options that go from North Liberty to Cedar Rapids	Sep 17, 2014 7:46 AM
178	The lack of options/routes for getting here and there is extremely limited. 965 is closed for some much needed construction, increasing the traffic on 380/218. This increases the amount of frustration, late-to-work drivers, defensive driving, then results in accidents and it snowballs from there. Ever think of adding more police/sheriff presence to control the "shit show" that is 380/218??	Sep 17, 2014 7:36 AM
179	I380/I80 interchange is flat out dangerous and ridiculous. Improvements need to be made - especially with increased traffic out of North Liberty. Also, why haven't they expanded I380 to 3 lanes + an exit lane from Cedar Rapids to Iowa City? Improvements are long overdue. We need to start PLANNING vs. reacting to these issues.	Sep 17, 2014 7:33 AM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

180	Poor notification of crashes on 380, difficult to make route adjustments on the fly	Sep 17, 2014 7:32 AM
181	roadway conditions (i.e., potholes) notification of accidents/delay in commute, would like to to be more readily accessible construction work -wear/tear on personal vehicle -winter road conditions	Sep 17, 2014 7:26 AM
182	We need more access ramps on/off I380. Traffic congestion inside North Liberty during workday "rush" hours is highly frustrating. It is less than 4 miles from my home to the Interstate 380 exit 4, and yet it can take 15 minutes to make that part of the journey.	Sep 17, 2014 7:14 AM
183	I'd point out that the questions are interrelated: safety is a big concern, but unsafe conditions are caused by traffic congestion which would be reduced with the availability of additional transportation options.	Sep 17, 2014 7:12 AM
184	np	Sep 17, 2014 6:56 AM
185	Center cables causing more sudden stops and congestion. Poor driving skills. Individuals and speed governed trucks passing in fast lane for many miles before completing the lane change back .	Sep 17, 2014 6:51 AM
186	The fact we have no regular public transport between Iowa City and Cedar Rapids is ridiculous, especially when both municipalities have good bus systems within town. I talk to my friends and co-workers, and almost everyone agrees they would use it if it was available.	Sep 17, 2014 6:49 AM
187	Work at home so most of this doesn't apply to me.	Sep 17, 2014 6:42 AM
188	Speed cameras too close to speed limit change signs	Sep 17, 2014 6:30 AM
189	That people don't move out of the left lane!	Sep 17, 2014 6:25 AM
190	Travel time, cost of parking, availability of parking, and traffic congestion are all related to driving time and would all be #1 if I had the option.	Sep 17, 2014 6:24 AM
191	People are insane drivers	Sep 17, 2014 6:21 AM
192	Need better/more bus systems from North Liberty to Iowa City. Train would be a great idea	Sep 17, 2014 6:16 AM
193	Yes - I-380 is like a race track - exceeding speed limits, "bumper to bumper" driving - it is a dangerous environment.	Sep 17, 2014 5:58 AM
194	The biggest concern I have is the use of traffic cameras to generate revenue for the city of Cedar Rapids. I don't believe traffic cameras should be long term solutions and I fear that they potentially decrease safety in some situations, are	Sep 17, 2014 5:43 AM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

	disproportionately a burden on the poor, and can hurt the businesses and reputation of Cedar Rapids by becoming negatively associated with memories of unexpected traffic violations. I believe the city of Cedar Rapids is putting their interests (revenue) ahead of the interests of the community.	
195	I think 380 should be widened to three lanes in both directions.	Sep 16, 2014 7:37 PM
196	Buses north & south along 380, but east & west along 80.	Sep 16, 2014 7:02 PM
197	Tower Terrace Exchange needs to be completed. 3 lanes in both directions between I-80 and US 30 is needed as well	Sep 16, 2014 5:14 PM
198	Safety and congestion are big concerns, especially during the winter months. People drive too close even during good weather on 380.	Sep 16, 2014 3:54 PM
199	Corridor will continue to be an issue unless expansion and other modes (bus or train) are available or promoted	Sep 16, 2014 12:57 PM
200	While I do not commute between cities there is a great deal of traffic on I380 especially both north and south of Cedar Rapids. Even at times when you'd expect traffic to be lighter between cities, such as 2 pm in the afternoon, it is heavy. I often travel for business, so I have to deal with it then. In addition, many people travel between cities for entertainment and recreation on the weekends and in the evenings and it is just getting way too congested. I know many people who would use rail between the cities on I-380.	Sep 16, 2014 12:55 PM
201	380 is getting increasingly congested; major accidents on a regular basis make it hard to get to work at consistent time, and frankly scary at times to use.	Sep 16, 2014 12:51 PM
202	I have to take my kids to school as there is not a safe route for them to get to school	Sep 16, 2014 12:46 PM
203	It's a waste of my time. If I could ride in a van pool/express train/etc. and work that extra half hour on the road, I could be so much more productive.	Sep 16, 2014 12:46 PM
204	Number of lanes between CR and IC. Too easy to shut it down or slow it down with the frequent accidents and bad weather.	Sep 16, 2014 12:34 PM
205	Hwy 151 south of Cedar Rapids seems to have a lot of farm equipment and heavy semi use for a high volume route that is only 2 lanes	Sep 16, 2014 12:33 PM
206	Make I-380 three lanes wide in each direction. Replace the US 30 & I-380 intersection	Sep 16, 2014 12:32 PM
207	Lack of comprehensive public transit is limiting use to only those without cars. This prevents the transit system from	Sep 16, 2014 12:21 PM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

	benefiting from economies of scale and is slowing the Corridor's growth into a unified, cosmopolitan region.	
208	The lack of law enforcement on 380.	Sep 16, 2014 12:21 PM
209	The Boyson Road interchange with I-380 is a mess. An additional interchange at Tower Terrace Rd would relieve a great deal of the stress. There are few good options that I can see that will make a significant improvement to Boyson.	Sep 16, 2014 12:20 PM
210	Many Roads are rough and difficult to maneuver and drive on Emergently. Major Traffic ways pose congestion issues during transport and responses. Traveling by Bike or other means is difficult, and dangerous. - On any Roadway, "Share the Road" is ignored by many.	Sep 16, 2014 11:32 AM
211	A large increase in the last 10 years of poor drivers and distracted drivers.	Sep 16, 2014 10:14 AM
212	Coralville's traffic light programming is the worst I have ever encountered. I live 2 miles from work and my commute averages 15 minutes. Rather than using any form of synchronization, each light appears to run on its own, often resulting in every single one turning red right as I reach it and often staying red for quite some time after side road traffic clears. Some lights will even turn red with no side road traffic at all, so busy traffic gets stopped to wait for nobody and people are more tempted to run red lights.	Sep 16, 2014 10:03 AM
213	No	Sep 16, 2014 9:07 AM
214	Any time an accident occurs on 380 traffic is hugely congested. This eats into work time which directly affects the economy of the Corridor and also is a safety risk.	Sep 16, 2014 8:09 AM
215	Construction in North Liberty taking longer than it seemingly should along HWY 965.	Sep 16, 2014 7:56 AM
216	yes, interstate 380 between Iowa City and Cedar Rapids needs to be widened to six lanes. I travel that route several times a week for business related issues. I am totally willing to spend more on taxes so the highways and interstates in Cedar Rapids and Iowa City area can be widened to hold the increased travel demands.	Sep 16, 2014 7:47 AM
217	Route availability due to construction	Sep 16, 2014 7:44 AM
218	I believe 380 needs to be widened on either side to include at least a third lane. Traffic becomes incredibly congested on a regular basis for things as simple as slowing down to drive carefully around an accident - and accidents are overabundant.	Sep 16, 2014 7:44 AM
219	Current system is not being maintained	Sep 16, 2014 7:40 AM

Q14. Do you have any other major concerns or issues about the existing transportation system that are not listed above?

220	na	Sep 16, 2014 7:36 AM
221	My comments are in section 26	Sep 16, 2014 7:30 AM
222	multi modal and interconnectivity	Sep 16, 2014 6:40 AM
223	driver mentality (more occurrences of unsafe and aggressive driving)	Sep 16, 2014 6:24 AM
224	no	Sep 16, 2014 5:45 AM

Q17. What other transportation improvements to I-380 should be considered?

1	Commuter rail along I-380	Oct 11, 2014 2:51 PM
2	Additional exit for North Liberty (i.e. at Forevergreen)	Oct 8, 2014 5:31 AM
3	light rail between Iowa City and Cedar Rapids	Oct 8, 2014 4:42 AM
4	Rail/Bus service	Oct 6, 2014 6:00 AM
5	A commuter rail option would be ideal.	Oct 3, 2014 10:36 AM
6	Electric Train	Oct 3, 2014 8:17 AM
7	train or light rail	Oct 3, 2014 4:09 AM
8	Commuter train	Oct 3, 2014 3:01 AM
9	Needs two more lanes in each direction from Iowa City to Cedar Rapids OR light rail that people would actually use!	Oct 2, 2014 6:47 AM
10	Lightrail	Oct 1, 2014 4:41 PM
11	Train	Oct 1, 2014 12:48 PM
12	I'd use a train because it's safer than a bus or car, quieter, and less stressful than a vehicle on a highway	Oct 1, 2014 11:42 AM
13	The I-380/I-80 interchange needs to be changed. It is incredibly dangerous, particularly during "rush hours" and/or in the case of bad weather.	Oct 1, 2014 9:26 AM
14	Additional on ramp to North Liberty from I-380	Oct 1, 2014 8:46 AM
15	Rail	Oct 1, 2014 6:43 AM
16	Train	Oct 1, 2014 5:09 AM
17	Train	Oct 1, 2014 3:56 AM
18	light rail	Sep 30, 2014 8:41 PM
19	Light Rail	Sep 30, 2014 8:40 PM

Q17. What other transportation improvements to I-380 should be considered?

20	train to and from Iowa City	Sep 30, 2014 8:35 PM
21	Additional access point at Tower Terrace Road to balance traffic between roads such as Blairsferry, Boyson, & Collins that are at capacity.	Sep 30, 2014 6:19 PM
22	A commuter train would be the absolute dream and makes so much sense between Iowa City and Cedar Rapids	Sep 30, 2014 1:22 PM
23	Need more options to commute from small towns near 380 to get to large cities (such as a bus or van)	Sep 30, 2014 12:39 PM
24	Semi's governd at 60-65 mph should not be allowed to pass each other, either they don't or one slows to allow the other to pass.	Sep 29, 2014 3:45 PM
25	Light rail utilizing the CRANDIC line (with accompanying park and ride facilities, but ride the train)	Sep 29, 2014 12:49 PM
26	increased public bus routes. Coralville sucks and North Liberty is a joke.	Sep 26, 2014 7:58 PM
27	Another exit for North Liberty	Sep 26, 2014 1:11 PM
28	6-Lane to Iowa City	Sep 26, 2014 7:14 AM
29	Legal speed driver's lane	Sep 26, 2014 6:52 AM
30	a train going from at least Cedar Rapids to Iowa City	Sep 26, 2014 5:28 AM
31	Train	Sep 25, 2014 6:22 PM
32	rapid rail system along I-380 with a park and ride and city bus routes connecting to the rail.	Sep 25, 2014 5:17 PM
33	Create exit off of 380 at forever green road	Sep 25, 2014 4:08 PM
34	train	Sep 25, 2014 1:48 PM
35	Intercity services	Sep 25, 2014 1:02 PM
36	Public transportation for adults with disabilities and low income seniors traveling to and from Cedar Rapids and Iowa City for medical appointments, especially at UIHC.	Sep 25, 2014 1:01 PM
37	High Speed Rail	Sep 25, 2014 1:01 PM

Q17. What other transportation improvements to I-380 should be considered?

38	Mass transit - train/bus	Sep 25, 2014 12:34 PM
39	Not sure, but the people I work with always say corridor 380 is too congested and many times unsafe.	Sep 25, 2014 12:16 PM
40	Commuter train from CR to Iowa City and back to speed up the commute.	Sep 25, 2014 12:00 PM
41	Maybe 3 lanes from CR to Iowa City.	Sep 25, 2014 8:54 AM
42	None	Sep 25, 2014 6:59 AM
43	rail	Sep 24, 2014 2:34 PM
44	Make it illegal to drive in the passing lane unless actively passing.	Sep 24, 2014 12:12 PM
45	more intercity bus options	Sep 24, 2014 11:45 AM
46	rail transportation	Sep 24, 2014 11:44 AM
47	I would not use mass transit for my commute only because it is a 7 minute drive. Need mass transit for CR to IC route	Sep 24, 2014 11:34 AM
48	Train from Cedar Rapids to Iowa City "Coralville" and for it to run on the weekends... use for shopping also	Sep 24, 2014 11:16 AM
49	metro line	Sep 24, 2014 11:03 AM
50	Commuter Rail	Sep 24, 2014 10:44 AM
51	Tra	Sep 23, 2014 2:38 PM
52	A wall between north and south bound so oncoming traffic can not slam on brakes to look at wrecks and cause traffic jam going the other direction.	Sep 23, 2014 2:22 PM
53	Drivers need to learn what the passing lane is for.	Sep 23, 2014 12:00 PM
54	Rail System	Sep 23, 2014 11:31 AM
55	Stagger the start and stop of major employers	Sep 23, 2014 11:29 AM
56	Utilize existing rail line between the 2 cities to remove traffic from I-380	Sep 23, 2014 11:18 AM

Q17. What other transportation improvements to I-380 should be considered?

57	Bring back CRANDIC. Make it a fun experience. The infrastructure is THERE. Look how successful the Hawkeye Express is!	Sep 23, 2014 11:00 AM
58	High speed rail	Sep 23, 2014 10:37 AM
59	commuter train between cedar rapids and iowa city (could make one stop in North Liberty)	Sep 23, 2014 9:49 AM
60	Good grief, 380 is "busy" 3-4 hrs everyday, then its ghost town. The people that think the traffic is bad here have no clue. Driver education would fix a large part of the problem. education would do as much as anything to	Sep 22, 2014 2:15 PM
61	patrol road to slow traffic down-very dangerous	Sep 21, 2014 12:47 AM
62	Left lane for passing only signs	Sep 20, 2014 8:56 AM
63	How about instead of expanding I-380, we invest in a commuter train system? I would LOVE to see that.	Sep 20, 2014 8:43 AM
64	commuter rail service between Iowa City, North Liberty and Cedar Rapids	Sep 19, 2014 2:31 PM
65	light rail	Sep 19, 2014 2:29 PM
66	Remove the steel post & cables that are too close to the road	Sep 19, 2014 1:44 PM
67	Commuter train between CR and IC with multiple departures to accomodate 8, 10 and 12 hour employees	Sep 19, 2014 11:16 AM
68	Restrict Semis pulling tractor trailer from using passing lane. When one goes to pass another, it seems to congest the better moving traffic in the left lane, and takes a while for the semi to pass the other vehicles. This seems to cause bumper to bumper traffic in the left lane while it waits to get going again.	Sep 19, 2014 10:29 AM
69	commuter train	Sep 19, 2014 10:15 AM
70	speed limit enforcement! There is plenty of capacity but motorists need to beahve responsibly for it to work.	Sep 19, 2014 8:21 AM
71	Light Rail	Sep 19, 2014 7:27 AM
72	Commuter rail	Sep 19, 2014 6:32 AM
73	Restriction of semi use on the interstate during commute times	Sep 19, 2014 6:18 AM

Q17. What other transportation improvements to I-380 should be considered?

74	I think the first two options are good, but I would not be able to use them as I need individual transportation for offsite meetings	Sep 19, 2014 5:32 AM
75	3 lanes in each direction to reduce congestion. Even during non peak times on weekday mornings and nights the road can be very busy where 2 lanes is not sufficient. The interchange on Forevergreen Rd. needs to be completed as soon as possible to alleviate traffic on the Penn St. exit. There are many times after work that the exit for south bound vehicles is backed up the interstate, which causes safety issues.	Sep 19, 2014 5:30 AM
76	idiots not driving 50 mph in the left lanes ! Repair the exit/on ramp between 29th st & 32nd st, fix the lights on 151 at the Norway corner	Sep 19, 2014 5:21 AM
77	Commuter trains between C.R. and I.C. only that run frequently	Sep 19, 2014 3:16 AM
78	Light rail. I believe there would be high use of light rail if offered between Cedar Rapids and Iowa City.	Sep 18, 2014 7:48 PM
79	Rail	Sep 18, 2014 6:19 PM
80	Is light rail feasible?	Sep 18, 2014 6:07 PM
81	commuter rail	Sep 18, 2014 5:59 PM
82	Light rail or some kind of train service	Sep 18, 2014 3:14 PM
83	More Lanes definitely!	Sep 18, 2014 1:52 PM
84	Passing lane only I left lane law to stop people going 65 mph in the fast lane	Sep 18, 2014 10:55 AM
85	trains	Sep 17, 2014 8:23 PM
86	Train	Sep 17, 2014 7:54 PM
87	high speed train	Sep 17, 2014 4:33 PM
88	Fix the fucked up intersection of 80/380	Sep 17, 2014 2:44 PM
89	train service on CRANDIC	Sep 17, 2014 12:57 PM
90	More patrol for dangerous drivers, better infrastructure planning when subdivisions are added	Sep 17, 2014 12:24 PM

Q17. What other transportation improvements to I-380 should be considered?

91	Express train	Sep 17, 2014 10:28 AM
92	Increased law enforcement presence.	Sep 17, 2014 10:17 AM
93	If lanes are expanded, restricting semi-trailer's from entering the third land. Similiar restrictions are in place in California.	Sep 17, 2014 10:04 AM
94	Potential traiSee comments on Quesation14.	Sep 17, 2014 8:50 AM
95	rail system	Sep 17, 2014 7:48 AM
96	Bicycle trail	Sep 17, 2014 7:46 AM
97	Rail service between Cedar Rapids and Iowa City, including stops along the corridor	Sep 17, 2014 7:40 AM
98	Train	Sep 17, 2014 7:37 AM
99	More police to control defensive driversm speeders and violators!	Sep 17, 2014 7:36 AM
100	commuter train	Sep 17, 2014 7:24 AM
101	More on/off ramps	Sep 17, 2014 7:14 AM
102	Signs imploring slow moving vehicles (typically tractor trailers) from passing other very slightly slower moving vehicles. This creates dangerous bottlenecks in traffic.	Sep 17, 2014 7:12 AM
103	commuter rail transportation	Sep 17, 2014 6:56 AM
104	Added interchange at Forevergreen Rd	Sep 17, 2014 6:55 AM
105	Light Rail	Sep 17, 2014 6:50 AM
106	Light rail line. Having lived on East Coast, it works.	Sep 17, 2014 6:42 AM
107	bus route or commuter train	Sep 17, 2014 6:19 AM
108	Better bicycle routes	Sep 17, 2014 5:57 AM
109	I really don't think the traffic on I-380 is that bad. However, I previously lived just outside of NYC and I have expereined	Sep 17, 2014 5:43 AM

Q17. What other transportation improvements to I-380 should be considered?

	traffic far worse than anything we ever have in Iowa.	
110	maintain speed cameras in Cedar Rapids. Provide carpooling/vanpooling and/or public transportation between IC and CR to reduce traffic on that portion of 380	Sep 17, 2014 1:50 AM
111	enforce speed limits and other traffic with officers on the ground. scrap the cameras	Sep 16, 2014 7:02 PM
112	Rail	Sep 16, 2014 6:21 PM
113	Better maintenance	Sep 16, 2014 1:02 PM
114	Lite Rail between Iowa City and Cedar Rapids with a stop in North Liberty with a park and ride	Sep 16, 2014 1:01 PM
115	Light commuter rail PLEASE	Sep 16, 2014 12:55 PM
116	Express Trains	Sep 16, 2014 12:46 PM
117	Train or lightrail	Sep 16, 2014 12:43 PM
118	commuter train	Sep 16, 2014 12:34 PM
119	Make I-380 three lanes wide in each direction. Replace the US 30 & I-380 intersection	Sep 16, 2014 12:32 PM
120	Public bus or rail service.	Sep 16, 2014 12:21 PM
121	Included Emergency Vehicles in planning/designs for future roadways, Seconds Matter.	Sep 16, 2014 11:32 AM
122	A train between major cities (like Cedar Rapids and Iowa City)	Sep 16, 2014 11:11 AM
123	Seems very dark and congested at night. I feel it's is dangerous.	Sep 16, 2014 11:05 AM
124	Make drivers pass a short test of common rules and courtesy before renewing licenses.	Sep 16, 2014 10:14 AM
125	Replacement of the I=380 sb to I-80 eb ramp. That thing is a death trap and there is very little warning of how sharp a curve it has.	Sep 16, 2014 10:03 AM
126	commuter rail system with park and ride locations.	Sep 16, 2014 9:20 AM

Q17. What other transportation improvements to I-380 should be considered?

127	When traffic goes 70-80 mph, pot holes or weather can be deadly! I-380 should always be top priority. Or encourage businesses to be open to work from home programs on such days.	Sep 16, 2014 8:10 AM
128	Expanding 380 to include at least three lanes on either side.	Sep 16, 2014 7:44 AM
129	rail	Sep 16, 2014 7:40 AM
130	light rail	Sep 16, 2014 7:30 AM
131	Light Rail between CR and IC	Sep 16, 2014 7:22 AM
132	Enforcement of left lane traffic laws. Encourage/force trucks to stick to the right lane to reduce traffic back-ups.	Sep 16, 2014 7:16 AM
133	highway helper and clean up crashes only during the night	Sep 16, 2014 6:40 AM
134	Expanded public transportation times	Sep 16, 2014 1:36 AM
135	Rail system between CR and IC. Would LOVE this in the winter months.	Sep 15, 2014 6:05 PM

Q19. What would cause you to use employment transportation options such as carpooling, vanpooling, or public bus transportation? (Select all that apply.)

1	More route times-only one route right now	Oct 12, 2014 3:34 PM
2	Main issue preventing this is daycare drop off and pick ups.	Oct 8, 2014 5:31 AM
3	I like some of these ideas but with 2 kids in daycare I have to have access to my vehicle.	Oct 7, 2014 4:17 PM
4	Part of the equation is making good transit options available to kids. If you have to race home to drive a kid a mile in bad weather, you need your car. Similarly, if the kid can take a bus home after an activity -- or a city bus after school, syncing bus schedules to school arrival/dismissal times -- it becomes much more attractive/possible.	Oct 3, 2014 7:56 PM
5	Liightrail	Oct 3, 2014 1:26 PM
6	A bus stop near my house	Oct 3, 2014 4:09 AM
7	Stops close to my home/work & frequent enough to keep my schedule close to the same	Oct 2, 2014 11:25 AM
8	that is not an option for me due to the nature of my work U could build a light rail between CR and IC forget such a stupid thing as a bus, you are simply adding to pollution!!!	Oct 2, 2014 6:47 AM
9	Mainly if there were flexible options such as stops along the route to pick up kids from school, gym, shopping for household needs	Oct 1, 2014 6:17 PM
10	none, job requires travel to multiple offices during the day	Sep 30, 2014 7:47 PM
11	as long as it could get me there at a reasonable time in a reasonable time	Sep 30, 2014 1:22 PM
12	Change in responsibilities that relies less on a car	Sep 30, 2014 1:22 PM
13	the availability of transportation options such as public bus, it is unavailable now	Sep 30, 2014 12:39 PM
14	consistent work hours to allow use of mass transit	Sep 30, 2014 7:31 AM
15	I already do	Sep 29, 2014 6:27 AM
16	not working variable hours	Sep 26, 2014 7:58 PM
17	Nobody else travels in my direction or times	Sep 26, 2014 7:14 AM

Q19. What would cause you to use employment transportation options such as carpooling, vanpooling, or public bus transportation? (Select all that apply.)

18	Public transit that provides more than one travel time option.	Sep 26, 2014 6:52 AM
19	Use my car for work	Sep 26, 2014 6:16 AM
20	Not an option as I have to do home visits for my job	Sep 26, 2014 5:34 AM
21	if my work schedule changed and would match others'	Sep 25, 2014 5:17 PM
22	Schedule and responsibilities prevent use of options	Sep 25, 2014 3:02 PM
23	kids graduating and not needing to be available for errands, sports, school, etc.	Sep 25, 2014 1:39 PM
24	I must have my car available to do my job.	Sep 25, 2014 1:31 PM
25	I have to drive for work, so it doesn't apply for me	Sep 25, 2014 1:11 PM
26	If i worked further from home	Sep 25, 2014 12:57 PM
27	If there was an option to get from point A to point B with no transfers, I'd use the bus.	Sep 25, 2014 8:23 AM
28	Working in a bigger company where others might live where I live and work same hours	Sep 24, 2014 3:09 PM
29	change of work	Sep 24, 2014 11:59 AM
30	live in rural area	Sep 24, 2014 11:48 AM
31	living more than three blocks from workplace	Sep 24, 2014 11:45 AM
32	none of these are an option since I have young children to take to daycare	Sep 24, 2014 11:43 AM
33	offered for my shifts 0700, 0900, 1300, 1500, and 1900	Sep 23, 2014 2:22 PM
34	if we all worked in an office but working in the field it is hard to car pool	Sep 23, 2014 12:10 PM
35	none, due to my type of job and hours	Sep 23, 2014 11:54 AM
36	can't work odd hours at times	Sep 23, 2014 11:48 AM

Q19. What would cause you to use employment transportation options such as carpooling, vanpooling, or public bus transportation? (Select all that apply.)

37	forget it get out of our lives	Sep 23, 2014 11:29 AM
38	Reduction in total door to door commute time	Sep 23, 2014 9:49 AM
39	we are one of the few couple we know that ride together daily to work, have for msny years, and in 30mpg cars by the way	Sep 22, 2014 2:15 PM
40	a quick and efficient means to get to and from work	Sep 19, 2014 8:18 PM
41	Hell freezing over	Sep 19, 2014 2:29 PM
42	I love the environment, but my work schedule/location does not match others near me!	Sep 19, 2014 11:05 AM
43	flexible commuter times for train or bus transportation	Sep 19, 2014 10:15 AM
44	current options require 2 or 3 transfers. A more direct route is needed.	Sep 19, 2014 8:21 AM
45	bad weather	Sep 19, 2014 6:52 AM
46	availability and times	Sep 19, 2014 2:29 AM
47	Change in daycare to make it feasible afain	Sep 18, 2014 6:10 PM
48	Few stops to make the commute efficient and fast	Sep 18, 2014 5:59 PM
49	employer transportation options are not flexible enough	Sep 18, 2014 5:24 PM
50	I need to-door service at work.	Sep 18, 2014 8:49 AM
51	Can not drive	Sep 18, 2014 12:59 AM
52	a train that left regularly and often IC to CR	Sep 17, 2014 8:23 PM
53	Wireless access	Sep 17, 2014 5:21 PM
54	Nothing, I'm self employed	Sep 17, 2014 2:44 PM

Q19. What would cause you to use employment transportation options such as carpooling, vanpooling, or public bus transportation? (Select all that apply.)

55	The ability to work while commuting. Such as a train.	Sep 17, 2014 8:50 AM
56	Convenience (e.g. Coworkers that live nearby and on the same schedule.)	Sep 17, 2014 7:46 AM
57	I currently use Vanpooling	Sep 17, 2014 7:22 AM
58	None--I live in the country	Sep 17, 2014 7:03 AM
59	I have to drive outside the office other than at normal commuting times. As such, public/group transportation is not viable.	Sep 17, 2014 6:33 AM
60	I work from home, so this simply doesn't apply to me.	Sep 16, 2014 10:11 PM
61	n/a	Sep 16, 2014 7:02 PM
62	A direct ride from downtown CR to UIHC. Five stops along the way would make me not utilize other options. I'd rather sleep 20 minutes more, spend 20 minutes more with my family in the morning, etc.	Sep 16, 2014 12:46 PM
63	Already carpool	Sep 16, 2014 12:32 PM
64	I would not ride a bus as I drop children at daycare.	Sep 16, 2014 7:22 AM
65	none of the above	Sep 16, 2014 7:20 AM
66	I don't see my employer offering carpooling/Vanpooling, etc	Sep 15, 2014 6:05 PM

Q22. Does your employer offer any of the following? (Select all that apply.)		
1	unemployed	Oct 8, 2014 4:42 AM
2	not at this time, they have looked into them though.	Oct 8, 2014 4:08 AM
3	None	Oct 3, 2014 8:40 AM
4	carpool only during daytime hours	Oct 3, 2014 3:13 AM
5	None	Oct 3, 2014 3:01 AM
6	Why does Iowa have the worst roads in the nation?	Oct 2, 2014 6:47 AM
7	Not for the night shift from Cedar Rapids. many programs but none apply	Sep 30, 2014 8:41 PM
8	Wheels vehicle program with fuel card	Sep 30, 2014 7:47 PM
9	None	Sep 26, 2014 9:03 PM
10	cambus	Sep 26, 2014 7:58 PM
11	We can park in lot 66 but the bus does not drop off anywhere near the building I work in	Sep 26, 2014 6:50 AM
12	There are 3 vehicles for 23 employees making it inconvenient for me to use a company car when all my coworkers work in the field. It is easier and less time consuming to use my own car for work.	Sep 26, 2014 6:25 AM
13	Flex hours and free parkin. Live/work in PA	Sep 25, 2014 8:54 AM
14	Retired	Sep 24, 2014 5:57 PM
15	don't know	Sep 24, 2014 11:03 AM
16	free parking at the U. Are you kidding me. the things they are offer are only convient for office workers. If you are a health care provider you are on your own.	Sep 23, 2014 2:22 PM
17	indoor bicycle parking	Sep 23, 2014 1:56 PM
18	going to hosp..	Sep 23, 2014 11:55 AM

Q22. Does your employer offer any of the following? (Select all that apply.)		
19	none	Sep 23, 2014 11:48 AM
20	none	Sep 23, 2014 11:40 AM
21	No options are available	Sep 23, 2014 11:18 AM
22	None of the above	Sep 22, 2014 9:01 AM
23	No	Sep 19, 2014 2:29 PM
24	nothing, not even a place for bike commuter to change clothes	Sep 19, 2014 8:21 AM
25	n/a	Sep 19, 2014 5:32 AM
26	Non	Sep 18, 2014 12:59 AM
27	Self employed at home.	Sep 17, 2014 6:42 AM
28	Occasional telecommuting, but not regularly scheduled	Sep 17, 2014 6:20 AM
29	I am self-employed	Sep 16, 2014 10:11 PM
30	not sure, never looked into carpooling	Sep 16, 2014 7:45 PM
31	na	Sep 16, 2014 7:02 PM
32	Charging stations	Sep 16, 2014 8:10 AM
33	none	Sep 16, 2014 7:47 AM
34	NA	Sep 16, 2014 7:20 AM
35	no	Sep 16, 2014 5:45 AM

Q23. Do you use any of the options offered by your employer?

1	Bus pass	Oct 12, 2014 3:34 PM
2	Since i volunteer,I can usually set my own schedule.	Oct 12, 2014 2:37 PM
3	Flexible work hours - working from home	Oct 10, 2014 7:10 AM
4	none available	Oct 9, 2014 2:32 PM
5	I'm able to get out of work early sometimes to pick up a kid if needed.	Oct 7, 2014 4:17 PM
6	Free parking	Oct 7, 2014 3:47 PM
7	parking	Oct 4, 2014 12:46 PM
8	flex schedule, bus subsidy, occasional telecommute	Oct 3, 2014 7:56 PM
9	Flexible work hours, occasional telecommuting	Oct 3, 2014 7:49 PM
10	Free parking; flexible hours	Oct 3, 2014 10:50 AM
11	Work from home one day per week, free parking	Oct 3, 2014 10:36 AM
12	flexible hours	Oct 3, 2014 10:18 AM
13	Free Parking	Oct 3, 2014 8:33 AM
14	free parking	Oct 3, 2014 8:23 AM
15	Flexible hours, free parking, work from home	Oct 3, 2014 4:09 AM
16	Subsidize bus/public transportation pass	Oct 2, 2014 3:30 PM
17	subsidized bus pass	Oct 2, 2014 2:24 PM
18	None are available	Oct 2, 2014 8:45 AM
19	flexible work hours, ability to telecommute, free parking	Oct 2, 2014 8:44 AM

Q23. Do you use any of the options offered by your employer?

20	Flexible hours	Oct 2, 2014 7:04 AM
21	free parking	Oct 2, 2014 7:02 AM
22	Why do our roads suck so much, Minnesota;s roads are way better than ours.	Oct 2, 2014 6:47 AM
23	free parking	Oct 1, 2014 6:17 PM
24	Job requires travel	Oct 1, 2014 10:52 AM
25	All three	Oct 1, 2014 9:02 AM
26	Flexible work hours and telecommuting as needed	Oct 1, 2014 6:01 AM
27	free parking in front of office	Oct 1, 2014 5:09 AM
28	Flexible work hours, telecommuting, free parking	Oct 1, 2014 5:09 AM
29	Only during inclement weather	Oct 1, 2014 4:45 AM
30	Flexibly work hours, free parking, telecommuting	Sep 30, 2014 6:19 PM
31	flexible work hours and telecommuting when the weather is really bad	Sep 30, 2014 2:30 PM
32	flexible work hours and free parking	Sep 30, 2014 1:43 PM
33	Free parking, flexible work hours, telecommute	Sep 30, 2014 1:39 PM
34	Free parking	Sep 30, 2014 1:22 PM
35	telecommute, flexible work hours	Sep 30, 2014 12:39 PM
36	flexible hours	Sep 30, 2014 10:25 AM
37	free parking...though not always convenient	Sep 30, 2014 7:31 AM
38	flexible work hours and free parking	Sep 29, 2014 8:03 AM

Q23. Do you use any of the options offered by your employer?

39	Flexible work hours, telecommuting.	Sep 29, 2014 7:10 AM
40	free parking	Sep 29, 2014 6:18 AM
41	parking	Sep 29, 2014 4:28 AM
42	Free parking... flexibility of work hours in terms of 30 min to 1 hour changes (ie) 7:30 am instead of 8 am	Sep 26, 2014 2:12 PM
43	use the free parking but we don't have enough spots for how much the organization has grown to so on occasion I have to find another option	Sep 26, 2014 12:51 PM
44	parking	Sep 26, 2014 12:26 PM
45	public bus subsidy	Sep 26, 2014 6:18 AM
46	free parking	Sep 26, 2014 6:16 AM
47	Free parking, flexible work hours, ability to telecommute	Sep 26, 2014 6:08 AM
48	Vanpool program	Sep 26, 2014 5:49 AM
49	flexible work hours	Sep 26, 2014 5:19 AM
50	flexible work hours	Sep 26, 2014 4:35 AM
51	free parking	Sep 26, 2014 4:15 AM
52	flexible hours during summer--4 longer days and 1 half day	Sep 25, 2014 7:26 PM
53	Free parking; bike racks	Sep 25, 2014 7:23 PM
54	As above there is only one bus and hours are 0700 pick up and 1715 return that is a 9 hour 15 minute span	Sep 25, 2014 3:55 PM
55	free parking	Sep 25, 2014 1:56 PM
56	flexible work hours, free parking	Sep 25, 2014 1:48 PM
57	Free parking	Sep 25, 2014 1:43 PM

Q23. Do you use any of the options offered by your employer?

58	Telecommute at times, flexible works hours	Sep 25, 2014 1:20 PM
59	Parking	Sep 25, 2014 1:17 PM
60	Subsidized bus pass	Sep 25, 2014 1:02 PM
61	Free parking	Sep 25, 2014 1:01 PM
62	Flexible Work Hours and Free Parking	Sep 25, 2014 12:57 PM
63	subsidized bus transportation pass	Sep 25, 2014 12:49 PM
64	free parking	Sep 25, 2014 12:45 PM
65	Both	Sep 25, 2014 12:00 PM
66	telecommute; subsidized bus pass	Sep 25, 2014 11:33 AM
67	Flex Hrs, Free parking Company is located in PA	Sep 25, 2014 8:54 AM
68	van pool	Sep 25, 2014 7:02 AM
69	free parking	Sep 24, 2014 5:04 PM
70	flexible work hrs, free parking	Sep 24, 2014 4:37 PM
71	Flexible work hours and telecommuting. I work from home.	Sep 24, 2014 2:58 PM
72	Flexible work hours, telecommute, free parking	Sep 24, 2014 2:34 PM
73	Flexible work hours, ability to telecommute, free parking	Sep 24, 2014 2:08 PM
74	Free parking	Sep 24, 2014 1:15 PM
75	free parking	Sep 24, 2014 1:10 PM
76	free parking	Sep 24, 2014 12:38 PM

Q23. Do you use any of the options offered by your employer?

77	Free parking	Sep 24, 2014 12:32 PM
78	free parking	Sep 24, 2014 11:49 AM
79	Flexible work hours	Sep 24, 2014 11:31 AM
80	free parking	Sep 24, 2014 11:16 AM
81	flexible hours (I work 8 hrs from whenever I arrive) and have just been approved to telecommute 1 day/week	Sep 24, 2014 10:43 AM
82	free parking	Sep 24, 2014 10:33 AM
83	flexible work hours and free parking	Sep 24, 2014 10:29 AM
84	Telecommute and Flexible Work Hours	Sep 24, 2014 8:10 AM
85	Free parking, flexible work hours, telecommuting every so often	Sep 24, 2014 5:14 AM
86	vanpool	Sep 24, 2014 5:13 AM
87	Nothing offered.	Sep 24, 2014 5:01 AM
88	Free parking and flexible schedule	Sep 24, 2014 3:31 AM
89	Flexible Hours/Schedule	Sep 23, 2014 4:51 PM
90	free parking	Sep 23, 2014 12:46 PM
91	Parking	Sep 23, 2014 12:32 PM
92	we have flex hours when we can coordinate with contractors and have a parking lot at office	Sep 23, 2014 12:10 PM
93	No options are available	Sep 23, 2014 11:18 AM
94	free parking	Sep 23, 2014 11:09 AM
95	I use flexible hours, telecommuting and free parking	Sep 23, 2014 10:37 AM

Q23. Do you use any of the options offered by your employer?		
96	flexible hours, free parking	Sep 23, 2014 10:28 AM
97	free parking	Sep 22, 2014 8:42 AM
98	Flexible work hours and free parking	Sep 20, 2014 8:43 AM
99	flexible work hours and free parking	Sep 19, 2014 2:14 PM
100	free parking	Sep 19, 2014 1:44 PM
101	free parking, flexible hours, telecommuting	Sep 19, 2014 9:51 AM
102	I have used subsidized bus pass. Unfortunately there is only one time (each way) to ride to North Liberty	Sep 19, 2014 9:00 AM
103	Flexible work hours	Sep 19, 2014 8:26 AM
104	n/a, employer does not offer any incentives.	Sep 19, 2014 8:21 AM
105	I infrequently ride in a vanpool, but times are restrictive and ride is very uncomfortable	Sep 19, 2014 7:15 AM
106	flexible hours, telecommute (only when bad weather or other special circumstances), free parking	Sep 19, 2014 7:10 AM
107	free parking	Sep 19, 2014 6:52 AM
108	telecommuting once a week	Sep 19, 2014 5:53 AM
109	n/a	Sep 19, 2014 5:32 AM
110	free parking	Sep 19, 2014 4:24 AM
111	free parking	Sep 19, 2014 4:22 AM
112	flexible work hours	Sep 19, 2014 2:29 AM
113	None offered	Sep 18, 2014 7:48 PM
114	Telecommute	Sep 18, 2014 6:07 PM

Q23. Do you use any of the options offered by your employer?

115	Parking and flexible hours	Sep 18, 2014 3:14 PM
116	free parking	Sep 18, 2014 5:43 AM
117	Free parking	Sep 18, 2014 5:20 AM
118	Free parking and flex hours	Sep 18, 2014 3:57 AM
119	Free parking	Sep 17, 2014 7:54 PM
120	free parking	Sep 17, 2014 4:33 PM
121	Flexible hours, free parking, telecommute	Sep 17, 2014 4:13 PM
122	Free parking	Sep 17, 2014 12:51 PM
123	Parking	Sep 17, 2014 11:27 AM
124	Flexible hours when I can, usually though it ends up being that I stay later	Sep 17, 2014 10:28 AM
125	I have in the past, but not currently due to work hour changes.	Sep 17, 2014 10:04 AM
126	Flexible hours	Sep 17, 2014 10:04 AM
127	Flex schedule and cambus	Sep 17, 2014 9:38 AM
128	Free Parking	Sep 17, 2014 9:24 AM
129	I work earlier than Core Hours so I can avoid traffic	Sep 17, 2014 9:18 AM
130	bus from parking lot to hospital	Sep 17, 2014 8:58 AM
131	Free parking at the work site.	Sep 17, 2014 8:50 AM
132	Free parking	Sep 17, 2014 8:24 AM
133	Flexible work hours and ability to telecommute	Sep 17, 2014 8:08 AM

Q23. Do you use any of the options offered by your employer?

134	All of the above.	Sep 17, 2014 7:56 AM
135	Parking, sometimes adjust hours based on city congestion	Sep 17, 2014 7:54 AM
136	work from home occassionally	Sep 17, 2014 7:48 AM
137	Parking, and flexible work hours to make dealing with the kids' schedules easier.	Sep 17, 2014 7:46 AM
138	All of the marked above	Sep 17, 2014 7:40 AM
139	Free parking	Sep 17, 2014 7:40 AM
140	I telecommute if I have a sick kid. I also make my own hours.	Sep 17, 2014 7:36 AM
141	Flexible work hours, telecommute, free parking	Sep 17, 2014 7:33 AM
142	Vanpool, Park and Ride	Sep 17, 2014 7:33 AM
143	Free Parking	Sep 17, 2014 7:32 AM
144	Free parking and flexible hours	Sep 17, 2014 7:32 AM
145	Parking	Sep 17, 2014 7:29 AM
146	UIHC vanpool	Sep 17, 2014 7:24 AM
147	I use vanpooling	Sep 17, 2014 7:22 AM
148	Flexible work hours, Ability to telecommute, Free parking	Sep 17, 2014 7:16 AM
149	Telecommuting and free parking	Sep 17, 2014 7:14 AM
150	Free parking	Sep 17, 2014 6:55 AM
151	telecommute, free parking, flexible start and end work hours	Sep 17, 2014 6:34 AM
152	All selected above.	Sep 17, 2014 6:34 AM

Q23. Do you use any of the options offered by your employer?

153	During bad weather	Sep 17, 2014 6:24 AM
154	I carpool with my spouse and we have to have three people to recieve incentives (if they still offer the program). We only purchase on pass instead of two and selling the second but loose out on parking oportunities because others will sell passes to less senior staff.	Sep 17, 2014 6:24 AM
155	Flex hours at times	Sep 17, 2014 6:21 AM
156	Free on-site parking and occasional telecommuting	Sep 17, 2014 6:20 AM
157	Cambus	Sep 17, 2014 6:16 AM
158	i work from home during the winter a lot to avoid 380. don't feel safe on it when its snowing	Sep 17, 2014 6:15 AM
159	Flexible hours and free parking	Sep 17, 2014 5:57 AM
160	free parking, telecommute	Sep 17, 2014 1:50 AM
161	Telecommute on occassion, free parking.	Sep 16, 2014 7:37 PM
162	Free parking	Sep 16, 2014 5:14 PM
163	Telecommuting, free parking, flexible hours	Sep 16, 2014 2:08 PM
164	Parking	Sep 16, 2014 1:34 PM
165	free parking	Sep 16, 2014 1:01 PM
166	Flexible work hours and free parking, occasionally work from home	Sep 16, 2014 12:55 PM
167	I am in a vanpool and it is great!	Sep 16, 2014 12:43 PM
168	free parking	Sep 16, 2014 12:34 PM
169	Parking is free	Sep 16, 2014 12:28 PM
170	flexible hours	Sep 16, 2014 12:21 PM

Q23. Do you use any of the options offered by your employer?

171	Telecommute, flexible hours	Sep 16, 2014 12:20 PM
172	free parking	Sep 16, 2014 10:14 AM
173	Flexible hours and telecommuting	Sep 16, 2014 8:10 AM
174	Flexible hours	Sep 16, 2014 8:02 AM
175	See answers to #22	Sep 16, 2014 7:47 AM
176	free parking, flexible hours	Sep 16, 2014 6:40 AM
177	Flex hour, telecommute and free parking	Sep 15, 2014 6:05 PM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

1	I'm very concerned about the amount of cars in the ditch during poor weather. It often feels like its almost a fight to stay on the road, is the road curved toward the ditches for runoff or something?	Oct 12, 2014 6:34 PM
2	I like riding the bus but for my work hours (getting off at 4:30), I hate waiting till 5:10 to leave on the only bus ride home.	Oct 12, 2014 3:34 PM
3	A commuter rail line would be more beneficial than car/van pool in terms of traffic congestion, fuel cost, environmental factors, and safety.	Oct 11, 2014 2:51 PM
4	I380 is a dangerous transportation method and I alternate with 965 when necessary. Driving behind semis is the safest approach	Oct 10, 2014 7:10 AM
5	The real problem is trucking with their speed limited trucks. I've follown passes for 5 miles before they can get around. Maybe enforce a 1 mile pass rule	Oct 8, 2014 7:13 PM
6	North Liberty needs to improve access to/from town for commuters going to Cedar Rapids and Coralville/Iowa City. Another interstate exit on I380 would be beneficial due to traffic building up on the off-ramp at Penn. Also, the changes to Hwy 965 north of Coralville are very helpful; hopefully the added lanes can be expanded all the way to NL for those coming from Coralville.	Oct 8, 2014 5:31 AM
7	I'm disappointed that this survey ignores the transportation needs of our retired people. The lack of public transportation between Iowa City and Cedar Rapids is one example of shameful planning.	Oct 8, 2014 4:42 AM
8	SEATS and LIFTS has worked with individuals to get back and forth, but do not have the resources to do it all the time.	Oct 8, 2014 4:08 AM
9	Need to run an electric train from cedar Rapids to Iowa city	Oct 7, 2014 11:58 AM
10	Would like to see improved frequency/ extended times for public bus options, as I work with the public and this is a significant barrier in people wishing to work or volunteer.	Oct 7, 2014 11:21 AM
11	Add a train option!	Oct 6, 2014 7:53 AM
12	Rail, Rail, Rail	Oct 6, 2014 6:00 AM
13	IC's transit is actually pretty impressive for a town this size. Unfortunately, one bus an hour in my neighborhood really isn't enough for me to find it convenient; it does stop early, so I can't go out at night, have dinner or go to an event downtown, and then take the bus home; and while multiple bus routes serve my wider neighborhood, they all tend to run through at about the same time.	Oct 3, 2014 7:56 PM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

14	I work at the University of Iowa. When I lived in Iowa City, I happily took the bus to work every day. I was lucky to live near several bus lines, and it was very convenient. Then I moved to North Liberty, where there is ONE bus in the morning and ONE in the evening. What happens if I miss that bus home in the evening? Many of us have jobs with hours that are unpredictable; a city bus that runs at least once an hour, and preferably 2-3 times, is great. But fixed times once in the morning and once in the evening, like the current North Liberty bus, vanpools, or carpooling, is much harder to manage. And because of that I drive and pay too much to park a long way from my workplace!	Oct 3, 2014 7:49 PM
15	It's not bad compared to big cities.	Oct 3, 2014 1:26 PM
16	A commuter train/rail option would be ideal if there were convenient stops (or at least access to good local public transportation). Adding a public bus route between Cedar Rapids and Iowa City may be a viable option if it does not add excess time onto the commute.	Oct 3, 2014 10:36 AM
17	I want to comment specifically about the traffic on 1st Ave in Coralville between the I-80 exit and HWY 6: They increased the lane sizes and created a turning lane through part of that section of road (and it needed it!), but they didn't do all of it, and the traffic in there is so bad, the lanes are so narrow, that not only is it a little scary to drive on, it's also very congested when people try to make a left-hand turn when there is no turning lane. I think it needs to be widened. Secondly, I don't ride the bus (or use vanpool or carpool) because my work hours can vary every day, and so riding the bus adds even more time to my commute than when I drive a car. I wish we had train/subway service. :)	Oct 3, 2014 10:22 AM
18	I think more needs to be done about safety on the roadways. I have been making this commute for 13 years and the current rate of speed of traffic is concerning. More needs to be done to control the speed and erratic driving before more options are introduced for travel.	Oct 3, 2014 8:40 AM
19	I think they should have a bus from Benton County to Cedar Rapids.	Oct 3, 2014 8:33 AM
20	If there was an electric train that ran between Cedar Rapids and Iowa City with a large commuter lot and a city bus terminal at each end, I would use that.	Oct 3, 2014 8:17 AM
21	Collins road, Hwy 151, A highway please note; I am guaranteed to be stopped at 6 traffic lights in front of Lindale Mall both directions during workers drive times. Every single light is red. It is usually faster to pull into Lindale and drive 10mph in front of the mall down that stretch and then get back on collins for Two more red lights. Everyone is driving on back streets in Cedar Rapids due to the terrible red light timings. Do you realize the accumulated waste of fuel this costs people??	Oct 3, 2014 8:11 AM
22	I think this study is great! So many people commute throughout the corridor; I have been carpooling for months now, but there is a great need for commuter lots and more workplace sponsored rideshare programs. We are currently parking in the lot of a vacant commercial building off of the airport exit; we would LOVE to see a commuter lot to make use of!!!	Oct 3, 2014 5:38 AM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

23	Need more opportunities for appropriate bus transportation and bicycle commuting infrastructure.	Oct 3, 2014 4:09 AM
24	The volume of traffic between Cedar Rapids and Iowa City needs to be address and the volume of traffic on Interstate 80 as well. There needs to be more road options to get across the state from east to west and more options to get between Cedar Rapids and Iowa City. Better and more affordable public transit between some of the rural areas (Benton, Iowa, Jones Counties) and Cedar Rapids and Iowa City needs to be addressed. Commuter rail service would help between CR and IC as well and maybe between some of the rural areas; ie Marengo, Williamsburg, Vinton, Anamosa, Monticello, etc.	Oct 3, 2014 3:01 AM
25	I am guessing that convenience will be a large determinant of use for any public transit option. Have you considered the option of adding a metro/metra/high speed rail option?	Oct 2, 2014 11:25 AM
26	To stay competitive attracting inexpensive work force we need to increase public commuting. Aside from this is would be a much welcome environmental friendly option. In addition, I strongly believe it would help revitalize area's around bus hubs and create much needed additional employment.	Oct 2, 2014 8:45 AM
27	Transportation has to include intermediate spots between Iowa City and Cedar Rapids.	Oct 2, 2014 8:44 AM
28	More law enforcement needed. Traffic is way too congested and speed limits never being adhered to--ever! (I have never seen a truck pulled over, they are a loaded weapon, rarely do they follow the 3 second rule or drive the speed limit.) 380 is an Extremely dangerous section of roadway! Put a light rail along it instead of traffic lanes, Iowa needs to progress, not follow outdated modes of transportation, buses are outdated and people will not use them. why do you even suggest busses, have you NEVER been out side the state? This questionnaire is a waste of time, you slanted it so people would vote for busses! No one wants to use busses, maybe you should have a survey about BUSSES VS LIGHT RAIL ! Number 1 priority should be to fix the roads in Iowa, we all use them not just people in Cedar Rapids and Iowa City!!!!	Oct 2, 2014 6:47 AM
29	Remove connecting street stop lights or on major streets like c ave, Boysen rd in Cedar Rapids. Finish towee terrace ahead of schedule. Connect all bike lanes and interconnect all Rockwell Collins buildings with bike only paths.	Oct 2, 2014 3:52 AM
30	It would be great for the environment, attract talent to the area for jobs/living/schools, offer safe/reliable/flexible transportation for youth travel needs during parents working hours, allows time for kids to do before/after school activities, visits to the city library, transportation to tutoring/educational programs -- because they'd have alternate transportation, ability to use new free time to work/read/homework during travel times, open up opportunities for more direct telecommuting to/from outlying areas -- What have we been waiting for???	Oct 1, 2014 6:17 PM
31	Your Q20 and Q21 are flawed. It assumes that all options are acceptable answers, when NONE of the options are appealing to ME, for various reasons. I question the validity of this survey, as it appears that certain options have been tested quantitatively, while others have been omitted. Since this is a "pre-test" of sorts, to the follow-up survey that will be	Oct 1, 2014 4:41 PM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

	held in November, I question the approach in not collecting more qualitative feedback. I know this may not have been intentional, but the survey bias is evident to this respondent. Also, the "price willing to pay" question is not a very prescriptive methodology; a more sophisticated price elasticity approach should be considered.	
32	More cars or vehicles aren't the answer.	Oct 1, 2014 11:42 AM
33	Increased frequency of routes to & from North Liberty to serve low-income families & NL residents to travel to & from weekend & evening events in Coralville, Iowa City, and Cedar Rapids. Also to & from Solon -- especially for youth in rec & school sports programs.	Oct 1, 2014 10:52 AM
34	Hwy 965 needs to be widened all the way from Hwy 6 in Coralville to Cedar Rapids. This project is taking way too long and the safety of commuters is getting affected negatively. This would drastically help commutes to Coralville, Iowa City from North Liberty and Cedar Rapids.	Oct 1, 2014 8:46 AM
35	For answer #24, I do not work in Cedar Rapids, but I answered the question as if I did. North Liberty offers a once per morning and once per evening bus to/from Iowa City, but it's only one run and doesn't work for many people who say, have to stay 10 minutes late at work.	Oct 1, 2014 5:30 AM
36	train	Oct 1, 2014 5:09 AM
37	The only thing that would keep me from using public transportation is due to a sick child or an emergency. How fast would the public transportation be able to get you where you need to be if something happened. If I where to drive my personal vehicle it would take ie: 30 min from CID to NL, but a bus with stops would take forever ... same with carpooling you are at the beck and call of the driver, you can't expect the driver to leave if you have an emergency. I guess that would be my only reason for not using public transportation or carpooling. If you have appts etc you'd just drive those days but again for emergencies that's a whole other ball game.	Oct 1, 2014 4:45 AM
38	Let's get a modern public transit system	Sep 30, 2014 8:41 PM
39	I've heard that having a railway would actually be cheaper than adding a third lane. If so I can't believe we're considering not taking an opportunity to br up to date with the times.	Sep 30, 2014 8:35 PM
40	Commuter transportation isn't really an option. Seats is all there is for transportation and it's for seniors.	Sep 30, 2014 2:07 PM
41	The I-80 exits and sometimes the Tama exit is so dangerous from 380, traffic will suddenly slow or stop completely. The semi trucks seem to cause or be involved in accidents suspiciously often. A train would be awesome, but a commuter bus that ran often and went fast would be ideal and I would LOVE to never have to drive into work.	Sep 30, 2014 1:22 PM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

42	I would like to see a bus or train run along 218 from Hills (and other small towns) to Iowa City	Sep 30, 2014 12:39 PM
43	Van pool and park and ride lots would seem to have the most potential at the least cost. Free parking by employers is a significant incentive to use personal vehicle to commute. Concerned about the cost and impact of increasing the capacity (more lanes) on I-380.	Sep 30, 2014 6:52 AM
44	The main reason I do not use public transportation is that getting to work is not a problem. I would be willing to carpool if that is all I did. I travel to meeting training and work related events all over the state, need my car.	Sep 29, 2014 10:34 AM
45	What about a commuter train option between Cedar Rapids and Iowa City?	Sep 29, 2014 7:10 AM
46	I would love to see a train go between the cities. I think it's called light rail?	Sep 29, 2014 6:10 AM
47	The 80 - 380 interchange is horrible. I see near accidents in that area almost every day.	Sep 28, 2014 5:15 AM
48	I would pay more for on demand service. I would like traffic congestion in Coralville esp. Strip fixed. We need more arterial streets to keep people from cutting through neighborhoods. More bike space.	Sep 26, 2014 7:58 PM
49	.	Sep 26, 2014 2:12 PM
50	The only time I actually go to Iowa City is for work (Not commute), to work on I-80/380	Sep 26, 2014 7:14 AM
51	Some city leaders are only concerned with reducing the cost of public transit, not in optimizing the benefit to the citizens most in need of such services.	Sep 26, 2014 6:52 AM
52	No	Sep 26, 2014 6:25 AM
53	I don't live in Johnson or Linn county. We have transportation needs in Iowa County	Sep 26, 2014 6:16 AM
54	Accessing public transportation to/from work is not an option for me as I meet with clients in their homes and rely on my personal vehicle to accomplish this in an 8 hrs day. Most of my clients, however, do not have vehicles and use the bus. Because the bus runs only Monday-Saturday and only until 6pm, this really limits their activities. This also impacts their ability to work. Many of my clients can work, but can't work past bus hours as most of them are on disability and can't afford to take a cab and even NTS can be costly.	Sep 26, 2014 5:34 AM
55	Does not apply to me as I live in Tipton and work in Iowa City. I would carpool if I had someone to carpool with.	Sep 26, 2014 4:35 AM
56	Bus pickup/drop points in neighborhoods in Marion are not very good.	Sep 25, 2014 6:11 PM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

57	When the university moves 1000 employees to Coralville/NL next year we need more options in and out of NL.	Sep 25, 2014 4:08 PM
58	I think a train would be great!	Sep 25, 2014 3:55 PM
59	More options for persons with disabilities need to be available between counties.	Sep 25, 2014 3:02 PM
60	What about a train?	Sep 25, 2014 1:56 PM
61	I used to live in Cedar Rapids and commute to Iowa City and would answer this survey a lot more strongly if that was still the case. Parking around Iowa City is ridiculous so would explore a lot more of these options.	Sep 25, 2014 1:48 PM
62	It would be nice to have additional bus scheduled from north liberty to Iowa City.	Sep 25, 2014 1:04 PM
63	Too compartmentalized. City systems serve the cities residents, not the commuters.	Sep 25, 2014 1:02 PM
64	There needs to be more convenient and inexpensive options for adults with disabilities and low income seniors.	Sep 25, 2014 1:01 PM
65	See question 7--I believe the week should only have 7 days in it.	Sep 25, 2014 12:59 PM
66	Connecting the corridor would be hugely impactful for local business and the environment. It would increase access to jobs, services, shopping, and more. I strongly encourage the powers that be to consider adding bus routes that travel between Iowa City and Cedar Rapids and the suburbs between (i.e. North Liberty). It would lessen congestion and emissions and strengthen the social, cultural, and financial bonds between our communities.	Sep 25, 2014 12:49 PM
67	I can't really use public transportation because I drop my kid off at a daycare. I do not commute along the I380 corridor. If I didn't have my child to take to daycare, I would probably be riding my bike to work or seeking public transportation. Thank you.	Sep 25, 2014 12:16 PM
68	I-380 needs more capacity. Accidents, games, bad weather all congest the flow of traffic. Especially with so many people commuting between Linn and Johnson County.	Sep 25, 2014 11:53 AM
69	You have no transportation problems in Iowa. From CR to Iowa City is a walk in the park. Visit Philly, DC, NYC and you will find out about 4-5 hour traffic delays. LA and the I-5 corridor from LA to San Diego can be 6 hours. I fly to Iowa 6-7 times a year. Traffic is no problem.	Sep 25, 2014 8:54 AM
70	It would be great to have more options to get to Iowa City. I'm not very familiar on where to go in that town so would love options for a safer travel experience.	Sep 25, 2014 8:23 AM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

71	My major concern is safety. There seems to be at least one accident a week on 380.	Sep 25, 2014 5:46 AM
72	Light rail is a good option.	Sep 24, 2014 7:31 PM
73	It would be nice, but in the past hasn't seemed to be an interest of our political leaders. As we've seen with other increases in taxes the money isn't always allocated as it is promised to be. I wouldn't be interested in another tax increase for transportation between Johnson and Linn Counties. To me this is a "nice to have" but not necessity.	Sep 24, 2014 2:34 PM
74	Expanding HWY 965 would be acceptable as well as a bike trail connecting North Liberty and Cedar Rapids.	Sep 24, 2014 11:51 AM
75	Park and Ride from Coralville and North Liberty into Iowa City would be very nice!!!! A shuttle that runs every 5 minutes or so between 7:20 and 8:20 and 4:20 and 5:20 and less frequently at non-peak times.	Sep 24, 2014 11:47 AM
76	need rail transportation coupled with bus accessibility to needed sites at pick up and drop off points.	Sep 24, 2014 11:44 AM
77	Since I live outside Cedar Rapids and Iowa City, and do not work in either town, I-380 doesn't impact me. When I do travel to either town, I avoid I-380 since there are so many accidents. This survey solely focuses on those two towns. What about transportation options for those living in the surrounding communities to get into either town?	Sep 24, 2014 11:43 AM
78	i am all for what has been talked about but with NO government money.	Sep 24, 2014 11:39 AM
79	When planning road construction do the area around the schools first when they aren't in session instead of waiting until the week before & during the school year to do it. Causes significant back up and traffic delays when you do construction when school is in session.	Sep 24, 2014 11:33 AM
80	really bad public transportation system	Sep 24, 2014 11:03 AM
81	Commuter Rail along an existing railway is preferable, and would likely have economic benefit to the region.	Sep 24, 2014 10:44 AM
82	My issues aren't so much the I-380 corridor. I drive to Cedar Rapids from the north and there are lots of people who commute from Manchester and Ryan. Having a vanpool from Delaware County would be very beneficial.	Sep 24, 2014 10:43 AM
83	More lanes are needed as the traffic between Cedar Rapids and Iowa City seems to be getting more congested each year, which seems to lead to more accidents.	Sep 24, 2014 10:37 AM
84	well i noticed 965 down for construction but in that same area so was 380 thank god for no accidents because it was WAY TO MUCH traffic for Iowa to support (I am also an Illinois driver)	Sep 24, 2014 10:33 AM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

85	There should be public transportation options from CR to IC and from IC to CR, not just within both cities separately.	Sep 24, 2014 5:14 AM
86	Id like more bicycling options. To stay away from the non bike car drivers that hate us on the roads. If it was a safer commute I would bike every fair weather day. Des Moines bike options rock. I wish eastern lowas did to.	Sep 24, 2014 5:01 AM
87	Something has to be done about I-380 between Cedar Rapids and Iowa City, it is so dangerous, especially in the winter months.	Sep 23, 2014 7:52 PM
88	Commuter train	Sep 23, 2014 6:38 PM
89	Texting while driving is a huge problem!	Sep 23, 2014 5:57 PM
90	Light rail would be good	Sep 23, 2014 5:43 PM
91	I have lived in several major cities in the US, like St Louis, Mo & this commute is the scariest & most dangerous I've ever experienced. There needs to be tighter control on speed, tailgating, texting & phone usage. Riding a public bus from point A to point B won't control that.	Sep 23, 2014 2:38 PM
92	The road traveled from cedar rapids to Iowa City is heavily congested with communitors. We need more lanes and affordable public transporation between the two cities.	Sep 23, 2014 2:22 PM
93	Consider an HOV Lane addition to 380 and a High-Speed commuter style bus that could operate in the HOV lane like bus rapid transit.	Sep 23, 2014 1:51 PM
94	Hard to rely on other transportation when you have to drop/pick up kids on a regular basis-yet be prepared for unexpected pick ups (ie-sick kid/school close).	Sep 23, 2014 1:42 PM
95	The addition of a third lane for cars only needs to be strongly considered.	Sep 23, 2014 1:20 PM
96	I-380 from Hwy 30 to I-80 needs to be widened to six lanes. Why this is not a high priority for the state is beyond comprehension. Bus options would be very difficult between IC and CR. Both cities are too widespread to effectively get people from home to work and back in a timely fashion. And in my specific case, getting to and from my children's daycare by bus would not work well.	Sep 23, 2014 12:27 PM
97	I think there are more areas of concern than just these two areas, we should not just be area specific	Sep 23, 2014 12:10 PM
98	Maybe I shouldn't be filling this out, as I don't commute in Johnson or Linn counties. At the top, it mentioned Iowa county and that is basically the only county I commute in.	Sep 23, 2014 12:00 PM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

99	yes need add a commercial only lane converting highway -965 into a commercial vehicle route. Making high speed exits where I380 & I-80 merge together. Remove the clover leafs . Create a commuter train from Waterloo to Iowa city	Sep 23, 2014 11:55 AM
100	This does not apply to me. I work all different hours. When the phone rings or it starts to snow I need to come to work. I work for the D.O.T. highway maintenance. Also live in a town of 1,000 people and don't have any bus or train.	Sep 23, 2014 11:54 AM
101	Take care of our roads better. Quit building 4 lane roads for development only. Design road improvements for future development. ie turning lanes limit access to highways.	Sep 23, 2014 11:29 AM
102	With traffic increasing on I-380 between Iowa City and Cedar Rapids, lightweight rail service should be explored as a way to take traffic off of the road, decreasing traffic levels.	Sep 23, 2014 11:18 AM
103	Bring back CRANDIC, the train system. Make it a fun experience. The infrastructure is THERE. Look how successful the Hawkeye Express is! Appeal to young professionals and college students, Millennials are the largest group who will be open to this. Old people won't use this system, forget trying to sell them on it.	Sep 23, 2014 11:00 AM
104	I believe high speed rail needs serious consideration. I support a gas tax or road usage tax to help pay for improving infrastructure. I think within counties and between the counties, some sort of shared bus system should be figured out.	Sep 23, 2014 10:37 AM
105	Very dangerous	Sep 23, 2014 10:32 AM
106	A commuter train throughout the corridor would be the best and most likely used mode of transportation by those I have discussed this with	Sep 23, 2014 10:28 AM
107	I don't know why it seems people lose their brains when driving on the I-380 corridor between Cedar Rapids & Iowa City. They drive like maniacs! People rarely look before changing lanes (and many times don't signal); people are constantly on their phones (talking or texting); people drive way over the posted speed limits; and many days traffic comes to a stand-still or slow-down for no apparent reason (no accidents, no impaired vehicles, no construction, etc.). I don't experience this on any other stretch of interstate highway except I-380 between Cedar Rapids & Iowa City. What happened to the train idea?	Sep 22, 2014 9:01 AM
108	I absolutely hate my commute drive from Cedar Rapids to Iowa City. People drive carelessly and are often texting and driving or pretty much doing everything but driving. I pray each day that I make it to and from work and vice versa. We need additional traffic lanes because two lanes is simply not an option anymore.	Sep 22, 2014 8:42 AM
109	I am NOT a work commuter, but I am interested in bus service between Iowa City and Cedar Rapids. I would rather take a bus one or both ways from CR to IC to shop, visit friends, visit people in the hospital, have dinner, and go to cultural offerings such as Hancher Auditorium. Please consider one way tickets and please include bike racks on the bus. I am	Sep 21, 2014 12:08 PM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

	aware there is daily bus service departing from the airport, but that is not convenient for me. Base the service in a central urban location.	
110	Within the city of Cedar Rapids and Iowa City the public bus service seems pretty good. But there needs to be a way to get between the cities economically and efficiently.	Sep 21, 2014 10:55 AM
111	Need more police on I380 to get speed under control on interstate	Sep 21, 2014 12:47 AM
112	The possibility of working over time can happen any day, this really prevents me from considering it, I want the flexibility of having my own transportation, especially since I have free parking now.	Sep 20, 2014 11:34 AM
113	Need more lanes	Sep 20, 2014 8:56 AM
114	I fully support more passenger trains in central Iowa. I would love to see a fast commuter train from Iowa City to Cedar Rapids (it could also extend to Waterloo). I would also love to see passenger trains from Chicago to Omaha (through Iowa City and Des Moines), and a train to Minneapolis. Trains would allow me to save money, help protect the environment, and be able to do work or read during my commute. Many people I know would also love to be able to use the train instead of drive.	Sep 20, 2014 8:43 AM
115	The state of Iowa and counties have not planned for the expected and current growth in the corridor area. Expansion of I380 is long overdue but obviously not a priority in the DOT's long range planning. It is a shame that their lack of foresight and strategic planning has come at the expense of increased accidents, increased traffic congestion and even more saddening, an increase in fatalities.	Sep 19, 2014 8:18 PM
116	It would be nice if rail options would be considered. Seems to work well in other cities.	Sep 19, 2014 7:35 PM
117	I-380 needs to be expanded to 6 lanes from I-80 to Cedar Rapids due to the amount of traffic that continues to grow as population in the 2 counties continues to increase. The interchange at Forevergreen Rd. needs to be expedited before 2019 as it is already needed to address the population increases in North Liberty, Tiffin, and Coralville. The current Penn St. interchange is not enough to handle all of the traffic and becomes dangerous during the afternoon commute as southbound I-380 typically gets backed up from cars exiting at this exit.	Sep 19, 2014 4:26 PM
118	Really need rail service. Its a no brainer when compared to the cost and hassle of additional lanes.	Sep 19, 2014 2:31 PM
119	light rail yes. That would be about it.	Sep 19, 2014 2:29 PM
120	I've commuted for two years now between CR and IC, I'm looking at condos to purchase and live down here during the week. The cost will be more than commuting to maintain two residences, but safety and stress are two major factors in	Sep 19, 2014 11:30 AM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

my decision. If there was public transportation with varied schedules, I would sign up today!

121	Safety issues and poor driver habits (speeding, swerving) on 380 have made this commute absolutely miserable the last 5 to 10 years and it gets worse every day. I have been stuck behind accidents 7 out of 10 days the last 2 weeks b/w the 2 cities. I have been commuting this strip for 20+ years. One is risking their life by placing themselves on 380 day after day. I notice on the RARE occasion that there is a state trooper or officer parked along 380, that traffic seems to flow better. People slow down and pay attention if there is a law enforcement officer on the look out. Would be nice to have them out more often. Would be even better to have a commuter lane, train, buses with multiple pick up times for people with unpredictable hours (healthcare workers). 6 lanes would probably help relieve the congestion as well.	Sep 19, 2014 11:16 AM
122	I would use the bus more if there was more availability in the North Liberty area; even on the weekends. Unfortunately, the City doesn't seem very interested in expanding services.	Sep 19, 2014 9:00 AM
123	I believe the best solution would be to make I-380 6 lane. My biggest problem is congestion.	Sep 19, 2014 8:46 AM
124	I can't understand why I-380 is nearly devoid of law enforcement, especially during rush hour when reckless driving is rampant.	Sep 19, 2014 8:21 AM
125	I-380 is becoming increasingly congested. 4 lanes is not enough during rush hour. Any inclement weather or emergency backs up the highway for miles. There also needs to be more than one exit/entrance to North Liberty. It gets really backed up. It's dangerous. Light rail with hours into the evenings and weekends would be best.	Sep 19, 2014 7:27 AM
126	I believe it is essential to establish public transportation in the corridor. Commuting is expensive, time consuming, and dangerous. I firmly believe that semi trucks should not be allowed in the left lane between Rt 30 and I380 and the hours of 6 am to 8 pm. I also think there should be more traffic speed enforcement, but that really doesn't matter because I usually can't speed due to the congestion. During rush hour, cars cannot merge onto I380 safely because cars in the right hand lane have no place to merge in the left hand lane. thank you for the survey.	Sep 19, 2014 7:15 AM
127	how about 151	Sep 19, 2014 6:52 AM
128	An extra lane is needed on 380. I have commuted for 8 years and traffic has increased greatly during this time. Semis have also increased causing congestion and traffic problems and accidents. I have not seen State Patrols out enough to help with the obnoxious drivers who tailgate and speed. I would like to see a public bus system between Cedar Rapids and Iowa City.	Sep 19, 2014 6:18 AM
129	Ideal world Would love to see a commuter train along the corridor with frequent stops (think airport trains) at popular locations.	Sep 19, 2014 5:55 AM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

130	I would like a stop in North Liberty to be available, as well as, a commuter transportation that can carry bicycles.	Sep 19, 2014 5:46 AM
131	If I didn't have to be dependent on my personal vehicle for job meetings, (if I was tied to my desk with strict clock-in clock-out hours) I would definitely consider public transportation - but my job requires me to be on the move throughout the day heading to jobsites and meetings.	Sep 19, 2014 5:32 AM
132	Make I-380 3 lanes in each direction from the I-80 intersection to Cedar Rapids. Install the interchange at Forevergreen Rd. to alleviate traffic at the Penn St. exit. Coralville, North Liberty, and Tiffin continue to grow their population and the Penn St. exit is no longer suitable for the population amount, which will continue to grow.	Sep 19, 2014 5:30 AM
133	380 is way too congested in the afternoon. There should be signs limiting trucks to the right lane only	Sep 19, 2014 2:29 AM
134	Iowa City Transit is definitely in need of newer buses as many busses are quite old and have very high mileage. Also the system in general needs to be over-hauled and restudied. Some routes need more service than what they are currently receiving while other routes are under utilized meaning they need less service.	Sep 19, 2014 1:00 AM
135	More free parking is needed in Iowa City	Sep 18, 2014 8:37 PM
136	Rail service between CR and Coralville	Sep 18, 2014 6:19 PM
137	Public transportation options from a centralized free parking spot to major employers would be nice...ACT, Rockwell, UI, so no stops after board bus or van.	Sep 18, 2014 6:10 PM
138	An interchange at the 2 mile marker	Sep 18, 2014 5:24 PM
139	I think the safest option for commuters would be train. Traffic jams and vehicle accident would not affect a trains ability to reach its destinations and trains are generally not affected by weather. Travel time would be lessened too, depending on the speed of the train.	Sep 18, 2014 1:52 PM
140	We need more access to I-380. It is ridiculous that there is only one exit (4) for Iowa City and Cedar Rapids interstate users.	Sep 18, 2014 12:47 PM
141	Needs to be 3 lanes from Toddville to Riverside on 218	Sep 18, 2014 10:55 AM
142	I have to admit I am starting to take an alternate route to work in Iowa City from Cedar Rapids. I-380 is major congested during the daily am and pm rush hours.	Sep 18, 2014 9:41 AM
143	Need to increase lanes from Iowa City to Cedar Rapids, there should be at least 3 lanes north and south bound	Sep 18, 2014 5:20 AM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

144	Bus options must be self-sustaining. I would not use them and don't want to pay for them. Instead, up the gas tax to pay for 6 lanes.	Sep 18, 2014 4:54 AM
145	In your survey you did not even mention the of people who can not drive and who are disparate to have public transportation in order to function and be able to work and to be productive	Sep 18, 2014 12:59 AM
146	why is there no rail travel from IC to CR???	Sep 17, 2014 8:23 PM
147	Travelers need to slow down and obey the speed limit. Also, put away the cell phones while driving.	Sep 17, 2014 7:54 PM
148	Extend highway 13 south and merge it into highway 1 to build more capacity and alternate routes.	Sep 17, 2014 7:15 PM
149	Parking spaces should be more expensive to cover the actual cost of driving. Similar to San Fransisco's dynamic pricing of parking.	Sep 17, 2014 5:43 PM
150	Please note that for most people who would use some sort of shared transportation, schedule flexibility and stop flexibility is imperative. Many will stick to single car commutes rather than lose that flexibility.	Sep 17, 2014 5:42 PM
151	If a commuting bus service from North Liberty to downtown Cedar Rapids were available I would more than likely use this service. This could be done with very little infrastructure investment. Providing a place that could be multimodal (parking, bicycle parking, etc) would be preferred. Additionally, peak hour congestion at Exit 4 needs to be reduced. Additional on-ramps are necessary not only at Forevergreen Road but also at Swan Lake Road. This should be planned in conjunction with the northerly growth of North Liberty to meet future demands, something that has been neglected with the Forevergreen Road on-ramp.	Sep 17, 2014 12:57 PM
152	Better road planning when increasing businesses and residential areas. Don't wait until there are too many people using the services provided to make improvements.	Sep 17, 2014 12:24 PM
153	Buses seem like a good idea, but I get very motion sick on them. The stop and go of traffic and the fumes will always be a problem. If there was a train, it would likely have a gentle ride, outlets, etc. I'd actually adjust my schedule for a train.	Sep 17, 2014 10:28 AM
154	TRAIN!!	Sep 17, 2014 10:21 AM
155	Having a convient public transportation option could provide multiple benefits: safer transporation during inclement weather, fewer accidents, less traffic congestion (which can make individuals late for work), and provide an option for those who don't own a POV for transporation between the two cities.	Sep 17, 2014 10:04 AM
156	I have driven 380 from North Liberty to Cedar Rapids and back Mon-Fri for over 2 years. I feel 380 is a death trap waiting	Sep 17, 2014 9:52 AM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

to happen. People drive too fast, they drive in the left hand lane and they follow too close. All the semi's go slow now and then it backs up traffic and people switch lanes like musical chairs. The interstate needs more than 2 lanes in both directions. If you don't drive fast than people are tailgating you and causing more trouble. The police thing with pushing everyone over to the far lane is ridiculous. I understand why it is done but something else needs to be done. If you are not going to have more lanes there should be bigger shoulders for emergency lanes. This morning a vehicle had a flat tire near north liberty and the interstate was backed up and slowed down all the way to cedar rapids. It would be nice to have a rail line between Iowa City and Cedar Rapids but Cedar Rapids needs to improve their public transportation. The public transportation in Cedar Rapids is horrible.

157	The train tracks run right through North Liberty and I believe it was formally used for a train from CR to IC. Train service would be great and my husband and I would be both use it, as he works in downtown CR. I could easily walk or take a bus from a train depot in IC.	Sep 17, 2014 8:58 AM
158	Taxes are already high and are an issue for business growth and relocation.	Sep 17, 2014 8:50 AM
159	More lanes on 380 between Cedar Rapids and Iowa City	Sep 17, 2014 8:08 AM
160	Why are you talking about buses and vans - GO RAIL SYSTEM	Sep 17, 2014 7:48 AM
161	I would be VERY interested in utilizing a train or tram system that ran from CR to IC, making stops in between. Has that been considered at all? The Park & Rides would be helpful to support this public transit opportunity. I honestly am not that interested in a carpooling or vanpooling situation because if there is a car accident, we'll still be stuck in it! If we had a train/tram operation, we could keep zooming right past.	Sep 17, 2014 7:47 AM
162	I think more lanes are needed. An interchange with 965 and 380 would also help. Possible improvements to 965.	Sep 17, 2014 7:40 AM
163	A light rail system would be ideal.	Sep 17, 2014 7:33 AM
164	Along the lines of the "Park and Ride facilities near the corridor", commuter train service between Cedar Rapids and Iowa City would be a nice option.	Sep 17, 2014 7:33 AM
165	Probably need more lanes	Sep 17, 2014 7:32 AM
166	commuter train	Sep 17, 2014 7:24 AM
167	Infrastructure improvements are not keeping pace with growth in the Corridor area.	Sep 17, 2014 7:14 AM
168	How about a commuter train with coffee/soda/snack car	Sep 17, 2014 7:12 AM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

169	I picked the \$7 - \$8.99 amount above based on the fact I usually buy one tank of gas a week, at around \$50 a tank. With five days a week commuting, that comes to around \$10/day. I think any public transport needs to offer a financial incentive to get people to use it.	Sep 17, 2014 6:49 AM
170	Pace and enforce laws on distracted driving.	Sep 17, 2014 6:42 AM
171	Things would improve greatly if the work on 965 would be completed. Maybe even consider expanding 965 to 4 lanes to lessen 380 traffic.	Sep 17, 2014 6:30 AM
172	Coralville is opening a new transportation hub and I would be interested to see how that affects the commute into UIHC and campus. A carpool lane into the campus area in the am and out of the area in the pm would be nice and give an incentive to carpool, decrease traffic, and increase parking options. It is frustrating that in Iowa we have to pay to go to work (parking) and that there are no incentives for families who do carpool. Mass transit isn't an option when daycare drop-offs need to happen unless the daycare has parking and a bus stop near by (which ours doesn't).	Sep 17, 2014 6:24 AM
173	I'm not aware of any existing commuter transportation options along the corridor. If they currently exist, I suggest a greater communication/marketing campaign to make more commuters aware of the options available to them.	Sep 17, 2014 6:20 AM
174	probably not the right area for this answer, but another north liberty on ramp at forevergreen would help a ton.	Sep 17, 2014 6:15 AM
175	Do something!	Sep 17, 2014 5:58 AM
176	I would welcome a focus on carpooling and/or public transportation for commuters between Cedar Rapids and Iowa City.	Sep 17, 2014 1:50 AM
177	My wife & I are both disabled, I am in a wheelchsr. Wheelchair accessible vehicles and wheelchair accessible stops are essential. I suggest that you think big, really. Merge all vity bus services into the Corridor Transportation, with responsibilities for service in all cities. Merge the university bus system in also. With 1 provider they would be able to keep an eye on service & smaller towns wouldn't as easily fall through the cracks. Also, with current providers wheelchair transportation too easily falls through the cracks as they expect other agencies to cover for them. Iowa City & Cedar Rapids could be served with wagon wheel setup. Then the 2 could be connected with routes. They could all be connected with outlying areas with routes.	Sep 16, 2014 7:02 PM
178	I have lived in CR, IC, North Liberty my whole life. The congestion and risk has become treacherous and the HWY 30 interchange is a nightmare in the morning, especially. I greatly wish to work in Iowa City as the opportunities are prevalent and geared toward my field, but the commute is a true obstacle. If there was rail transport it would be a dream come true.	Sep 16, 2014 6:21 PM
179	380 needs expansion. It is a mess in the morning, especially when the weather is bad.	Sep 16, 2014 3:54 PM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

180	Solution needs to address the heavy semi traffic currently on 380 - and regulate lanes which they can use during rush hours - as well as the congestion on exit ramps of growing communities like North Liberty.	Sep 16, 2014 1:28 PM
181	Just used the lite rail public transportation in Mpls/St. Paul over the weekend and it was wonderful!	Sep 16, 2014 1:01 PM
182	If you want professionals to stay here, need to improve transportation in general and options for getting there.	Sep 16, 2014 12:55 PM
183	Couple of things: 1) I actually work 8:30a to about 4:45pm each day. Half hour options weren't an option, so I went with others. 2) I'm sure I would pay more for round trip costs. My thought process is I have a car that gets about 36 mpg/tank of gas. One tank lasts me nearly a whole week. If I average out the cost it's about \$7/day in gas I pay. 3) Being in a senior leadership position (and having a personality that looks for efficiency) I feel like I "waste" so much of my day driving back and forth. To be able to have an option that allows me to be more productive during the day would be awesome! I don't even foresee me being in the office less. I would see it allowing me to get a few more things done on the way to and from work. 4) While the carpooling/bus/van options are easy. I'd encourage the DOT to look beyond. Be more futuristic and long-term solution oriented in their thinking. I-380 will only continue to get busier and busier. Are there other options like train (which I know equals big \$\$\$) that could be a better system?	Sep 16, 2014 12:46 PM
184	Light rail is a non-starter. We do not or will not have the population base to support rail.	Sep 16, 2014 12:34 PM
185	Something needs to be done to relieve congestion on I-380, especially between Cedar Rapids and Iowa City. There seem to be daily accidents that slow traffic. That particular segment should be widened to at least three lanes in each direction and trucks should be limited to the right two lanes. There frankly should be the consideration to make I-380 a toll road, at least from Monday thru Friday to help offset the expense to widen the highway to more lanes.	Sep 16, 2014 12:30 PM
186	When Kirkwood College is in session in Cedar Rapids (Kirkwood Blvd SW), it is very dangerous along I-380 southbound approaching the U.S. 30 eastbound/Kirkwood Blvd exit. Traffic often suddenly slows down or stops beginning just south of the 33rd Avenue SW exit, while the Iowa City commuter traffic is driving by at 60 mph. A commuter train that has a large parking area in Cedar Rapids and Iowa City would be ideal. I-380 is a complete zoo to drive both northbound and southbound during the morning and evening commutes.	Sep 16, 2014 12:28 PM
187	Public transit linking Corridor cities would benefit transit systems within cities. The cost of light rail must be evaluated in terms of money saved on expanding I-380 and the boom in high-quality development that would occur around stations. Linking Corridor communities has benefits beyond improving traffic flow at commute times. Our region will not achieve a cosmopolitan status that attracts the best jobs without better public transit.	Sep 16, 2014 12:21 PM
188	There is a need for more lanes in each direction between Iowa City and Cedar Rapids.	Sep 16, 2014 12:20 PM
189	What about train options?	Sep 16, 2014 11:48 AM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

190	DSM Metro (Including Ames) Due to ISU need to be better connected and allow for better flow for all types of transportation	Sep 16, 2014 11:32 AM
191	There needs to be some way to enforce no texting while driving - I-380 is a death trap because everyone and their mother seem to be staring at their phones and not the road.	Sep 16, 2014 11:11 AM
192	Make it easier to get on and of the 380 from the 80. I hate how dangerous and congested it feels in normal weather. Now add snow or ice and I steer clear of that area.	Sep 16, 2014 11:05 AM
193	Why does I-380 between Coralville and Cedar Rapids, which is crammed full of traffic have a 70 mph speed limit while US-218 south of Coralville, which has much less traffic and is in better shape is set at 65 mph? It seems that the speed limits would be more appropriate if they were switched with each other. The same goes for I-80 inside and outside the Iowa City/Coralville area. Outside of town where the road is in awful shape and traffic is crammed into two small lanes, the speed limit is 70 mph, whereas in town the road is wide and in brand new shape. Traffic seems less dense as it can spread out among more lanes and yet the limit slows to 65 mph. This seems counter-intuitive.	Sep 16, 2014 10:03 AM
194	Something needs to be done to address the massive amounts of traffic between Iowa City and Cedar Rapids. Our communities have grown to the size where some public transportation options need to be available to move workers between the two areas. A train or subway like options with several stops and parking options would be helpful. It is only going to get worse. I am not sure how many accidents and lives lost we are waiting for until something drastic is done.	Sep 16, 2014 9:20 AM
195	No	Sep 16, 2014 9:07 AM
196	The mindset is going to be the most difficult thing to change. I would reach out to other cities that have successfully implemented these strategies and how they curbed the "midwest mindset" of "my own space" to utilize public transportation. Also coming out of the gate with nice, quality options is better then trying to come back from lower cost start up vehicles. In your marketing strategy you might want to answer the questions everyone is thinking- what will the experience be like? Where can I be dropped off/picked up? Will the times work for me? How much will it save over driving myself? How will I get to a middle of the day meeting if I don't drive to work?	Sep 16, 2014 8:10 AM
197	While I live and work in Cedar Rapids I did live in North Liberty for a year and commuted to Rockwell Collins in Cedar Rapids. I feel this area is ripe for some sort of public transit option. I carpooled when possible but I find many of us have variable schedules so working out consistent times was an issue. The biggest issue I see is how do people get to their destination once they arrive in Cedar Rapids or Iowa City? I also see the need for multiple services, not just one or two routes each way per day. I would suggest looking into the transit system in Portland, OR. Rockwell has a facility in Wilsonville, a south suburb. Often when I visit the facility I stay near the airport or downtown. From either of those locations I connect via-light rail to a regional rail line. At the Wilsonville stop there are buses waiting for the train to take commuters to their various work destinations. Super efficient and very well utilized.	Sep 16, 2014 7:44 AM

Q26. Do you have any other comments about commuter transportation in Johnson and Linn Counties?

198	There absolutely needs to be a third lane on either side of 380. Public transportation would be a great help, too, though something needs to be done about the existing transit conditions as soon as possible. 380 becomes so much worse with cold weather.	Sep 16, 2014 7:44 AM
199	I think bus rapid transit would be the most efficient method of public transportation in the Corridor. Especially if used like Minneapolis's orange line along I-35.	Sep 16, 2014 7:43 AM
200	Commuter transportation (light rail) OR at the very least, a bus is desperately needed between Iowa City and Cedar Rapids. If we truly want to make this area "Iowa's Creative Corridor" something needs to be done. There is too much of a disconnect between the two Metros. I work at Kirkwood and students constantly tell me they'd go between CR and IC more if there were options besides personal vehicles. Also, the four lanes on 380 are becoming congested. If there is ever an emergency or bad weather it gets backed up.	Sep 16, 2014 7:30 AM
201	Providing more options will help people with Disabilities and the elderly more options	Sep 16, 2014 6:40 AM
202	I commute from Mt Vernon via Mt Vernon Road where there is minimum traffic. There are no transportation alternatives in my community. If I lived in the southern part of the Corridor, I would be looking for options for commuting if they were made available. 380 is a scary place to drive during the peak times of the day. I personally feel the volume of traffic is the secondary problem. It is the speed limit that increases the hazard. 70 miles an hour equates to 80 miles an hour. I feel setting the speed limit back to 65 per hour would improve safety.	Sep 16, 2014 5:45 AM
203	There is not enough transportation options! I am a social worker who works with patients at one of the largest hospitals in Iowa. There are not enough options often times, other than taxis. Especially late at night. A more affordable option would be appreciated.	Sep 16, 2014 1:36 AM

Question 32 requested e-mail addresses from survey participants. In the interest of privacy, we removed those pages with the e-mail addresses. (185-196)



Appendix B: Survey #2

Potential Commuter Enhancements

Detailed Results

December 2014

Public Survey #2 Potential Commuter Transportation Service Enhancements SurveyMonkey

1. What is your residence ZIP code?

Response
Count

339

answered question

339

skipped question

1

2. What is your work ZIP Code?

Response
Count

337




answered question

337




skipped question

3




3. Do you commute from:

		Response Percent	Response Count
Cedar Rapids/Marion/Hiawatha urban area to the Iowa City/Coralville area?		24.6%	78
Iowa City/Coralville/North Liberty urban area to the Cedar Rapids area?		19.2%	61
Other		56.2%	178
	Other (please specify)		183
answered question			317
skipped question			23



4. For your commute, what is your primary route?



		Response Percent	Response Count
I-380		53.3%	172
Route 965		5.3%	17
Other		41.5%	134
Other (please specify)			137
answered question			323
skipped question			17

5. Are you a student?






		Response Percent	Response Count
Yes, I am a full-time student		1.5%	5
Yes, I am a part-time student		1.5%	5
No, I am not a student		97.0%	325
answered question			335
skipped question			5

6. If so, which educational institution?






		Response Percent	Response Count
Kirkwood		0.0%	0
Kirkwood Main Campus – Cedar Rapids		20.0%	2
Kirkwood Benton County Center – Vinton		0.0%	0
Kirkwood Tippie-Mansfield Center – Belle Plaine		0.0%	0
Kirkwood Linn County Regional Center – Hiawatha		10.0%	1
Kirkwood Training and Outreach Center – Marion		0.0%	0
Kirkwood Jones County Regional Center – Monticello		0.0%	0
Kirkwood Johnson County Regional Center – Coralville		0.0%	0
Kirkwood Iowa City Campus – Iowa City		0.0%	0
Kirkwood Cedar County Center – Tipton		0.0%	0
Kirkwood Washington County Regional Center – Washington		0.0%	0

Coe College – Cedar Rapids		0.0%	0
Mt. Mercy University – Cedar Rapids		0.0%	0
Cornell College – Mt. Vernon		0.0%	0
University of Iowa – Iowa City		50.0%	5
University of Iowa Oakdale Campus – Coralville		0.0%	0
Kaplan University – Cedar Rapids		0.0%	0
ITT Technical Institute – Cedar Rapids		0.0%	0
Capri College – Cedar Rapids		0.0%	0
LaJames – Iowa City		0.0%	0
Other		20.0%	2
Other (please specify)			2
answered question			10
skipped question			330








7. If so, how many days a week to you attend school?

		Response Percent	Response Count
1 day a week		10.0%	1
2 days a week		10.0%	1
3 days a week		50.0%	5
4 days a week		0.0%	0
5 days a week		20.0%	2
more than 5 days a week		10.0%	1
		answered question	10
		skipped question	330



8. What fuel cost range would make you likely to consider using any public transportation options such as carpool, vanpool or public bus transportation? (Select only one.)

		Response Percent	Response Count
\$4 to \$5 per gallon		28.8%	92
\$5.01 to \$6 per gallon		23.4%	75
\$6.01 to \$7 per gallon		9.1%	29
Over \$7 per gallon		3.4%	11
Fuel cost is not a consideration		35.3%	113
		answered question	320
		skipped question	20






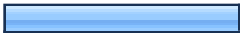

9. Increased reoccurring (not incident related) traffic congestion was noted as a top reason why people might use public transportation. How much of an additional traffic delay would cause you to use public transportation? (Select only one.)

		Response Percent	Response Count
5 minutes additional traffic delay		9.8%	31
10 minute additional traffic delay		12.1%	38
15 minute additional traffic delay		23.8%	75
20 minute additional traffic delay		18.7%	59
25 minute additional traffic delay		3.8%	12
30 minute additional traffic delay		13.0%	41
More than 35 minute additional traffic delay		18.7%	59
		answered question	315
		skipped question	25



10. If it were available, would you use a public bus for your commute?

		Response Percent	Response Count
Yes		63.4%	203
No		36.6%	117
		answered question	320
		skipped question	20








11. If no, please identify why?

		Response Percent	Response Count
Public bus transit not as fast as personal automobile.		5.9%	7
Not willing to walk or drive to nearest transit stop.		3.4%	4
Concern with being limited to a fixed schedule.		37.3%	44
Need access to vehicle during the day for my job.		16.9%	20
Prefer to drive alone.		5.1%	6
Have additional side trips such as picking children up from school, events, shopping, etc.		20.3%	24
Other (please specify)		11.0%	13
		answered question	118
		skipped question	222






12. If it were available, would you use a public vanpool or carpool for your commute?

		Response Percent	Response Count
Yes		55.8%	177
No		44.2%	140
		answered question	317
		skipped question	23






13. If no, please identify why?

		Response Percent	Response Count
Public transit not as fast as personal automobile.		2.9%	4
Not willing to walk or drive to nearest transit stop.		0.7%	1
Concern with being limited to a fixed schedule.		35.7%	50
Need access to vehicle during the day for my job.		18.6%	26
Prefer to drive alone.		7.1%	10
Have additional side trips such as picking children up from school, events, shopping, etc.		23.6%	33
Other (please specify)		11.4%	16
		answered question	140
		skipped question	200






14. If you would consider using public bus transportation what is the minimum service frequency (how often the bus would arrive and depart from each stop) that would meet your commuting needs? (Select only one.)

		Response Percent	Response Count
15-minutes within the AM and PM peak with midday service and provisions for guaranteed ride home.		31.1%	92
½ hour within the AM and PM peak with midday service and provisions for guaranteed ride home.		40.5%	120
1 hour within the AM and PM peak with midday service and provisions for guaranteed ride home.		9.1%	27
1 trip in the AM and 1 in the PM with midday service and provisions for guaranteed ride home.		4.7%	14
I would not use public transportation in any case.		14.5%	43
		answered question	296
		skipped question	44

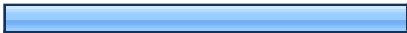



15. If you would consider using public bus transportation what increase in total travel time that you would accept and use public bus transportation for your commute?

		Response Percent	Response Count
None, would have to be about the same travel time as auto.		5.7%	17
Minimal, 10 minutes more than my current travel time.		50.5%	151
1.5 times, or 50% more than my current travel time.		24.4%	73
Twice, or 100% more my current travel time.		4.3%	13
I would not use public bus transportation in any case.		15.1%	45
		answered question	299
		skipped question	41



16. What is furthest distance you would be willing to travel to access public transportation (travel to park and ride to access bus or central location to pick up vanpool or carpool?) (Select only one.)

		Response Percent	Response Count
½ mile to 1-mile		30.2%	90
1 to 3-miles		26.2%	78
3 to 5-miles		15.1%	45
5 miles or more		13.8%	41
Would not use in any case		14.8%	44
		answered question	298
		skipped question	42









17. How far are you willing to walk from a drop off point to your home, office or car? (Select only one.)

		Response Percent	Response Count
Less than ¼ mile		35.1%	105
¼-mile to a ½ mile		37.8%	113
½ mile to 1-mile		12.4%	37
Would not use in any case		14.7%	44
answered question			299
skipped question			41

18. If your final destination is not within walking distance, would you be willing to transfer to local transit service to reach your final destination?

		Response Percent	Response Count
Yes, one transfer to a local route with a stop within ¼-mile of my final destination.		46.4%	136
No		53.6%	157
answered question			293
skipped question			47

19. What incentives offered by your employer would make it more likely that you would use public bus transportation, carpool or vanpool? (Select all that apply.)

		Response Percent	Response Count
Subsidized public bus pass		48.5%	145
Company-organized vanpool		40.5%	121
Company-organized carpool		30.8%	92
Flexible work schedules		52.5%	157
Incentives for carpooling/vanpooling such as preferential parking		28.1%	84
Guaranteed ride home if you participated in a carpool/vanpool		43.8%	131
Ability to use company vehicle for work trips during the day		30.4%	91
None of the above		20.7%	62
answered question			299
skipped question			41

Page 1, Q1. What is your residence ZIP code?

1	52403	Nov 17, 2014 11:20 AM
2	52208	Nov 17, 2014 10:49 AM
3	52228	Nov 17, 2014 10:18 AM
4	52405	Nov 17, 2014 10:07 AM
5	52402	Nov 17, 2014 9:48 AM
6	52246	Nov 17, 2014 9:37 AM
7	52302	Nov 14, 2014 8:18 AM
8	52245	Nov 14, 2014 6:35 AM
9	52362	Nov 14, 2014 5:30 AM
10	52317	Nov 12, 2014 9:59 AM
11	52404	Nov 12, 2014 7:40 AM
12	52340	Nov 12, 2014 6:39 AM
13	52241	Nov 11, 2014 6:55 AM
14	52402	Nov 10, 2014 5:31 PM
15	52401	Nov 10, 2014 3:35 PM
16	52405	Nov 10, 2014 1:14 PM
17	52405	Nov 10, 2014 9:15 AM
18	52333	Nov 10, 2014 8:30 AM
19	52404	Nov 10, 2014 7:44 AM

Page 1, Q1. What is your residence ZIP code?

20	52240	Nov 10, 2014 7:03 AM
21	52246	Nov 10, 2014 6:54 AM
22	52246	Nov 10, 2014 6:46 AM
23	52206	Nov 10, 2014 6:42 AM
24	52402	Nov 10, 2014 6:19 AM
25	52241	Nov 8, 2014 4:46 PM
26	52302	Nov 8, 2014 3:57 PM
27	50644	Nov 7, 2014 10:23 AM
28	52317	Nov 7, 2014 9:25 AM
29	52349	Nov 7, 2014 9:15 AM
30	52803	Nov 7, 2014 8:53 AM
31	52241	Nov 7, 2014 8:43 AM
32	52405	Nov 7, 2014 8:28 AM
33	52241	Nov 7, 2014 8:26 AM
34	52333	Nov 7, 2014 8:25 AM
35	52315	Nov 6, 2014 4:30 PM
36	52411	Nov 6, 2014 4:28 PM
37	52405	Nov 6, 2014 2:53 PM
38	52402	Nov 6, 2014 2:47 PM

Page 1, Q1. What is your residence ZIP code?

39	52402	Nov 6, 2014 2:46 PM
40	52404	Nov 6, 2014 11:53 AM
41	52405	Nov 6, 2014 11:03 AM
42	52404	Nov 6, 2014 10:47 AM
43	50644	Nov 6, 2014 10:24 AM
44	50644	Nov 6, 2014 10:03 AM
45	52402	Nov 6, 2014 9:58 AM
46	52245	Nov 6, 2014 9:13 AM
47	52241	Nov 6, 2014 7:08 AM
48	52402	Nov 6, 2014 6:27 AM
49	52402	Nov 6, 2014 6:26 AM
50	52322	Nov 6, 2014 6:17 AM
51	52402	Nov 6, 2014 6:02 AM
52	52349	Nov 6, 2014 5:58 AM
53	52229	Nov 6, 2014 5:00 AM
54	52349	Nov 6, 2014 4:52 AM
55	52358	Nov 5, 2014 11:14 PM
56	52405	Nov 5, 2014 8:20 PM
57	52411	Nov 5, 2014 7:09 PM

Page 1, Q1. What is your residence ZIP code?

58	52302	Nov 5, 2014 6:32 PM
59	52403	Nov 5, 2014 5:12 PM
60	52241	Nov 5, 2014 4:53 PM
61	52404	Nov 5, 2014 4:16 PM
62	52402	Nov 5, 2014 3:21 PM
63	52241	Nov 5, 2014 3:12 PM
64	52302	Nov 5, 2014 2:56 PM
65	52205	Nov 5, 2014 2:42 PM
66	52213	Nov 5, 2014 2:38 PM
67	52302	Nov 5, 2014 2:35 PM
68	52246	Nov 5, 2014 2:20 PM
69	52302	Nov 5, 2014 1:58 PM
70	52405	Nov 5, 2014 1:54 PM
71	52302	Nov 5, 2014 1:54 PM
72	52402	Nov 5, 2014 1:53 PM
73	52403	Nov 5, 2014 1:52 PM
74	52776	Nov 5, 2014 1:50 PM
75	52402	Nov 5, 2014 10:08 AM
76	52403	Nov 5, 2014 5:33 AM

Page 1, Q1. What is your residence ZIP code?

77	52227	Nov 4, 2014 12:33 PM
78	52043	Nov 3, 2014 8:33 AM
79	52310	Nov 3, 2014 8:01 AM
80	52349	Nov 2, 2014 5:40 PM
81	52314	Nov 2, 2014 7:52 AM
82	52240	Nov 1, 2014 9:40 AM
83	52317	Nov 1, 2014 6:29 AM
84	52404	Oct 31, 2014 3:10 PM
85	52404	Oct 30, 2014 12:37 PM
86	52404	Oct 30, 2014 9:18 AM
87	52405	Oct 30, 2014 8:18 AM
88	52241	Oct 30, 2014 5:43 AM
89	52241	Oct 30, 2014 5:25 AM
90	52402	Oct 30, 2014 3:51 AM
91	52405	Oct 30, 2014 3:12 AM
92	52404	Oct 29, 2014 12:43 PM
93	52401	Oct 29, 2014 12:40 PM
94	52403	Oct 29, 2014 10:00 AM
95	52346	Oct 29, 2014 8:43 AM

Page 1, Q1. What is your residence ZIP code?

96	52340	Oct 29, 2014 8:21 AM
97	52317	Oct 29, 2014 8:15 AM
98	52403	Oct 29, 2014 6:32 AM
99	52227	Oct 29, 2014 5:44 AM
100	52403	Oct 28, 2014 8:42 PM
101	52253	Oct 28, 2014 2:25 PM
102	52353	Oct 28, 2014 2:16 PM
103	52403	Oct 28, 2014 1:02 PM
104	52302	Oct 28, 2014 10:43 AM
105	52403	Oct 28, 2014 10:15 AM
106	52233	Oct 28, 2014 10:06 AM
107	52314	Oct 28, 2014 9:31 AM
108	52402	Oct 28, 2014 9:30 AM
109	52404	Oct 28, 2014 9:13 AM
110	52403	Oct 28, 2014 9:06 AM
111	52405	Oct 28, 2014 9:04 AM
112	52337	Oct 28, 2014 9:00 AM
113	52404	Oct 28, 2014 8:55 AM
114	52338	Oct 28, 2014 8:44 AM

Page 1, Q1. What is your residence ZIP code?

115	52411	Oct 28, 2014 8:33 AM
116	52402	Oct 28, 2014 8:23 AM
117	52556	Oct 28, 2014 8:11 AM
118	52245	Oct 28, 2014 8:07 AM
119	52241	Oct 28, 2014 8:07 AM
120	52246	Oct 28, 2014 8:04 AM
121	52302	Oct 28, 2014 8:00 AM
122	52302	Oct 28, 2014 7:58 AM
123	52245	Oct 28, 2014 7:49 AM
124	52402	Oct 28, 2014 7:47 AM
125	52403	Oct 28, 2014 7:47 AM
126	52310	Oct 28, 2014 7:43 AM
127	52241	Oct 28, 2014 7:42 AM
128	52253	Oct 28, 2014 7:41 AM
129	52205	Oct 28, 2014 7:40 AM
130	52352	Oct 28, 2014 7:35 AM
131	52404	Oct 28, 2014 7:34 AM
132	52351	Oct 28, 2014 7:32 AM
133	52246	Oct 28, 2014 7:32 AM

Page 1, Q1. What is your residence ZIP code?

134	52241	Oct 28, 2014 7:30 AM
135	52057	Oct 28, 2014 7:30 AM
136	52302	Oct 28, 2014 7:30 AM
137	52349	Oct 28, 2014 7:29 AM
138	52236	Oct 28, 2014 7:28 AM
139	52240	Oct 28, 2014 7:27 AM
140	52336	Oct 28, 2014 7:27 AM
141	52341	Oct 28, 2014 7:27 AM
142	52402	Oct 28, 2014 7:26 AM
143	52317	Oct 28, 2014 7:24 AM
144	52317	Oct 28, 2014 7:12 AM
145	50703	Oct 28, 2014 6:22 AM
146	52402	Oct 28, 2014 5:37 AM
147	52404	Oct 28, 2014 5:33 AM
148	52317	Oct 27, 2014 2:46 PM
149	52402	Oct 27, 2014 12:37 PM
150	52403	Oct 27, 2014 12:29 PM
151	52241	Oct 27, 2014 12:16 PM
152	52302	Oct 27, 2014 12:13 PM

Page 1, Q1. What is your residence ZIP code?

153	52353	Oct 27, 2014 12:08 PM
154	52404	Oct 27, 2014 11:42 AM
155	52338	Oct 27, 2014 10:56 AM
156	52659	Oct 27, 2014 9:52 AM
157	52240	Oct 27, 2014 9:22 AM
158	52246	Oct 27, 2014 9:10 AM
159	52404	Oct 27, 2014 8:00 AM
160	52240	Oct 27, 2014 7:30 AM
161	52302	Oct 27, 2014 7:07 AM
162	52356	Oct 27, 2014 6:08 AM
163	52405	Oct 27, 2014 6:04 AM
164	52317	Oct 27, 2014 4:41 AM
165	52245	Oct 27, 2014 4:01 AM
166	52654	Oct 26, 2014 6:27 PM
167	52353	Oct 26, 2014 5:25 PM
168	52402	Oct 26, 2014 4:22 PM
169	52411	Oct 26, 2014 2:43 AM
170	52403	Oct 25, 2014 7:43 PM
171	52402	Oct 25, 2014 6:11 PM

Page 1, Q1. What is your residence ZIP code?

172	52540	Oct 25, 2014 1:42 PM
173	52317	Oct 25, 2014 7:07 AM
174	52353	Oct 25, 2014 6:33 AM
175	52302	Oct 25, 2014 5:17 AM
176	52247	Oct 25, 2014 4:02 AM
177	52317	Oct 24, 2014 12:49 PM
178	52402	Oct 24, 2014 12:04 PM
179	52317	Oct 24, 2014 11:48 AM
180	52302	Oct 24, 2014 10:33 AM
181	52205	Oct 24, 2014 9:26 AM
182	52317	Oct 24, 2014 7:29 AM
183	52402	Oct 24, 2014 7:12 AM
184	52403	Oct 24, 2014 7:06 AM
185	52302	Oct 24, 2014 5:43 AM
186	52245	Oct 24, 2014 5:29 AM
187	52327	Oct 24, 2014 5:10 AM
188	52404	Oct 24, 2014 5:05 AM
189	52401	Oct 24, 2014 4:55 AM
190	52402	Oct 23, 2014 7:21 PM

Page 1, Q1. What is your residence ZIP code?

191	52358	Oct 23, 2014 6:52 PM
192	52403	Oct 23, 2014 3:38 PM
193	52403	Oct 23, 2014 1:56 PM
194	52228	Oct 23, 2014 12:46 PM
195	52317	Oct 23, 2014 12:36 PM
196	52317	Oct 23, 2014 12:30 PM
197	52327	Oct 23, 2014 12:22 PM
198	52340	Oct 23, 2014 12:02 PM
199	52317	Oct 23, 2014 11:59 AM
200	52317	Oct 23, 2014 11:56 AM
201	52403	Oct 23, 2014 11:45 AM
202	52236	Oct 23, 2014 11:42 AM
203	52314	Oct 23, 2014 11:17 AM
204	52245	Oct 23, 2014 11:14 AM
205	52327	Oct 23, 2014 11:08 AM
206	52240	Oct 23, 2014 10:52 AM
207	52317	Oct 23, 2014 10:31 AM
208	52317	Oct 23, 2014 10:18 AM
209	52201	Oct 23, 2014 9:39 AM

Page 1, Q1. What is your residence ZIP code?

210	52245	Oct 23, 2014 9:38 AM
211	52302	Oct 23, 2014 9:28 AM
212	52402	Oct 23, 2014 9:25 AM
213	52246	Oct 23, 2014 8:58 AM
214	52241	Oct 23, 2014 8:37 AM
215	52404	Oct 23, 2014 8:15 AM
216	52317	Oct 23, 2014 8:08 AM
217	52404	Oct 23, 2014 7:59 AM
218	52537	Oct 23, 2014 7:58 AM
219	52201	Oct 23, 2014 7:56 AM
220	52302	Oct 23, 2014 7:35 AM
221	52302	Oct 23, 2014 7:30 AM
222	52302	Oct 23, 2014 7:30 AM
223	52302	Oct 23, 2014 7:00 AM
224	52403	Oct 23, 2014 6:36 AM
225	52349	Oct 23, 2014 6:27 AM
226	52405	Oct 23, 2014 6:23 AM
227	52245	Oct 23, 2014 6:12 AM
228	52246	Oct 23, 2014 6:09 AM

Page 1, Q1. What is your residence ZIP code?

229	52349	Oct 23, 2014 6:09 AM
230	52227	Oct 23, 2014 6:09 AM
231	52403	Oct 23, 2014 6:07 AM
232	52501	Oct 23, 2014 5:53 AM
233	52317	Oct 23, 2014 5:51 AM
234	52772	Oct 23, 2014 5:33 AM
235	52240	Oct 23, 2014 5:30 AM
236	52404	Oct 23, 2014 5:07 AM
237	52402	Oct 23, 2014 5:05 AM
238	52404	Oct 23, 2014 3:49 AM
239	52402	Oct 23, 2014 3:48 AM
240	52361	Oct 23, 2014 3:39 AM
241	52202	Oct 23, 2014 3:37 AM
242	52301	Oct 23, 2014 3:27 AM
243	52349	Oct 23, 2014 3:25 AM
244	52336	Oct 23, 2014 3:20 AM
245	52577	Oct 23, 2014 3:02 AM
246	52240	Oct 23, 2014 2:50 AM
247	52341	Oct 22, 2014 8:07 PM

Page 1, Q1. What is your residence ZIP code?

248	52317	Oct 22, 2014 7:36 PM
249	52405	Oct 22, 2014 7:27 PM
250	52240	Oct 22, 2014 7:19 PM
251	52351	Oct 22, 2014 7:15 PM
252	50622	Oct 22, 2014 7:12 PM
253	52322	Oct 22, 2014 7:08 PM
254	52253	Oct 22, 2014 7:00 PM
255	52358	Oct 22, 2014 6:47 PM
256	52245	Oct 22, 2014 6:42 PM
257	52245	Oct 22, 2014 6:34 PM
258	52317	Oct 22, 2014 6:02 PM
259	52405	Oct 22, 2014 5:58 PM
260	52302	Oct 22, 2014 5:55 PM
261	52404	Oct 22, 2014 5:43 PM
262	52317	Oct 22, 2014 5:22 PM
263	52317	Oct 22, 2014 5:10 PM
264	52403	Oct 22, 2014 4:23 PM
265	52402	Oct 22, 2014 4:08 PM
266	52405	Oct 22, 2014 3:46 PM

Page 1, Q1. What is your residence ZIP code?

267	52317	Oct 22, 2014 3:34 PM
268	52317	Oct 22, 2014 3:29 PM
269	52240	Oct 22, 2014 3:20 PM
270	52317	Oct 22, 2014 3:15 PM
271	52206	Oct 22, 2014 3:03 PM
272	52317	Oct 22, 2014 2:21 PM
273	52245	Oct 22, 2014 2:17 PM
274	52317	Oct 22, 2014 2:07 PM
275	52405	Oct 22, 2014 2:02 PM
276	52317	Oct 22, 2014 1:42 PM
277	52404	Oct 22, 2014 1:30 PM
278	52340	Oct 22, 2014 1:28 PM
279	52302	Oct 22, 2014 1:26 PM
280	52317	Oct 22, 2014 1:23 PM
281	52402	Oct 22, 2014 1:21 PM
282	52253	Oct 22, 2014 1:16 PM
283	52241	Oct 22, 2014 1:15 PM
284	52318	Oct 22, 2014 1:14 PM
285	52402	Oct 22, 2014 1:14 PM

Page 1, Q1. What is your residence ZIP code?

286	52338	Oct 22, 2014 1:12 PM
287	52776	Oct 22, 2014 1:11 PM
288	52228	Oct 22, 2014 1:11 PM
289	52337	Oct 22, 2014 1:10 PM
290	52341	Oct 22, 2014 1:08 PM
291	52317	Oct 22, 2014 1:07 PM
292	52402	Oct 22, 2014 1:05 PM
293	50014	Oct 22, 2014 1:00 PM
294	52240	Oct 22, 2014 12:51 PM
295	52245	Oct 22, 2014 12:49 PM
296	52317	Oct 22, 2014 12:45 PM
297	52402	Oct 22, 2014 12:44 PM
298	52338	Oct 22, 2014 12:42 PM
299	52403	Oct 22, 2014 12:35 PM
300	52404	Oct 22, 2014 12:34 PM
301	52403	Oct 22, 2014 12:34 PM
302	52317	Oct 22, 2014 12:34 PM
303	52314	Oct 22, 2014 12:33 PM
304	52404	Oct 22, 2014 12:31 PM

Page 1, Q1. What is your residence ZIP code?

305	52240	Oct 22, 2014 12:29 PM
306	52317	Oct 22, 2014 12:28 PM
307	52338	Oct 22, 2014 12:28 PM
308	52245	Oct 22, 2014 12:28 PM
309	52333	Oct 22, 2014 12:24 PM
310	52241	Oct 22, 2014 12:24 PM
311	52761	Oct 22, 2014 12:24 PM
312	52405	Oct 22, 2014 12:21 PM
313	2317	Oct 22, 2014 12:21 PM
314	52402	Oct 22, 2014 12:20 PM
315	52317	Oct 22, 2014 12:19 PM
316	52404	Oct 22, 2014 12:18 PM
317	52233	Oct 22, 2014 12:18 PM
318	52404	Oct 22, 2014 12:17 PM
319	52317	Oct 22, 2014 12:16 PM
320	52338	Oct 22, 2014 12:16 PM
321	5238	Oct 22, 2014 12:13 PM
322	52405	Oct 22, 2014 12:13 PM
323	52233	Oct 22, 2014 12:12 PM

Page 1, Q1. What is your residence ZIP code?

324	52402	Oct 22, 2014 12:12 PM
325	52317	Oct 22, 2014 12:12 PM
326	50320	Oct 22, 2014 12:11 PM
327	52317	Oct 22, 2014 12:10 PM
328	52302	Oct 22, 2014 12:09 PM
329	52201	Oct 22, 2014 12:09 PM
330	52401	Oct 22, 2014 12:08 PM
331	52057	Oct 22, 2014 12:08 PM
332	52241	Oct 22, 2014 12:08 PM
333	52411	Oct 22, 2014 12:07 PM
334	52317	Oct 22, 2014 12:07 PM
335	52240	Oct 22, 2014 12:06 PM
336	52302	Oct 22, 2014 12:05 PM
337	52361	Oct 22, 2014 11:48 AM
338	52405	Oct 22, 2014 11:39 AM
339	52411	Oct 22, 2014 11:04 AM

Page 1, Q2. What is your work ZIP Code?

1	52204	Nov 17, 2014 11:20 AM
2	52204	Nov 17, 2014 10:49 AM
3	52240	Nov 17, 2014 10:18 AM
4	52307	Nov 17, 2014 10:07 AM
5	52204	Nov 17, 2014 9:48 AM
6	52204	Nov 17, 2014 9:37 AM
7	52240	Nov 14, 2014 8:18 AM
8	52242	Nov 14, 2014 6:35 AM
9	52337	Nov 14, 2014 5:30 AM
10	52242	Nov 12, 2014 9:59 AM
11	52307	Nov 12, 2014 7:40 AM
12	52204	Nov 12, 2014 6:39 AM
13	52204	Nov 11, 2014 6:55 AM
14	52402	Nov 10, 2014 5:31 PM
15	52245	Nov 10, 2014 3:35 PM
16	52204	Nov 10, 2014 1:14 PM
17	52204	Nov 10, 2014 9:15 AM
18	52204	Nov 10, 2014 8:30 AM
19	52204	Nov 10, 2014 7:44 AM

Page 1, Q2. What is your work ZIP Code?

20	52204	Nov 10, 2014 7:03 AM
21	52204	Nov 10, 2014 6:54 AM
22	52204	Nov 10, 2014 6:46 AM
23	52203	Nov 10, 2014 6:42 AM
24	52204	Nov 10, 2014 6:19 AM
25	52240	Nov 8, 2014 4:46 PM
26	52498	Nov 8, 2014 3:57 PM
27	50703	Nov 7, 2014 10:23 AM
28	52406	Nov 7, 2014 9:25 AM
29	50702	Nov 7, 2014 9:15 AM
30	52242	Nov 7, 2014 8:53 AM
31	52761	Nov 7, 2014 8:43 AM
32	52404	Nov 7, 2014 8:28 AM
33	52404	Nov 7, 2014 8:26 AM
34	52402	Nov 7, 2014 8:25 AM
35	52401	Nov 6, 2014 4:30 PM
36	52411	Nov 6, 2014 4:28 PM
37	52405	Nov 6, 2014 2:53 PM
38	52404	Nov 6, 2014 2:47 PM

Page 1, Q2. What is your work ZIP Code?

39	52404	Nov 6, 2014 2:46 PM
40	52402	Nov 6, 2014 11:53 AM
41	52246	Nov 6, 2014 11:03 AM
42	52405	Nov 6, 2014 10:24 AM
43	52345	Nov 6, 2014 10:03 AM
44	52403	Nov 6, 2014 9:58 AM
45	52317	Nov 6, 2014 9:13 AM
46	52241	Nov 6, 2014 7:08 AM
47	52401	Nov 6, 2014 6:27 AM
48	52402	Nov 6, 2014 6:26 AM
49	52317	Nov 6, 2014 6:17 AM
50	52404	Nov 6, 2014 6:02 AM
51	52332	Nov 6, 2014 5:58 AM
52	52208	Nov 6, 2014 5:00 AM
53	53498	Nov 6, 2014 4:52 AM
54	52242	Nov 5, 2014 11:14 PM
55	52405	Nov 5, 2014 8:20 PM
56	52233	Nov 5, 2014 7:09 PM
57	52404	Nov 5, 2014 6:32 PM

Page 1, Q2. What is your work ZIP Code?

58	52498	Nov 5, 2014 5:12 PM
59	52241	Nov 5, 2014 4:53 PM
60	52403	Nov 5, 2014 4:16 PM
61	52302	Nov 5, 2014 3:21 PM
62	have none	Nov 5, 2014 3:12 PM
63	52245	Nov 5, 2014 2:56 PM
64	52205	Nov 5, 2014 2:42 PM
65	52402	Nov 5, 2014 2:38 PM
66	50701	Nov 5, 2014 2:35 PM
67	52246	Nov 5, 2014 2:20 PM
68	52314	Nov 5, 2014 1:58 PM
69	52245	Nov 5, 2014 1:54 PM
70	52403	Nov 5, 2014 1:54 PM
71	52402	Nov 5, 2014 1:53 PM
72	52240	Nov 5, 2014 1:52 PM
73	52241	Nov 5, 2014 1:50 PM
74	52245	Nov 5, 2014 10:08 AM
75	52401	Nov 5, 2014 5:33 AM
76	52403	Nov 4, 2014 12:33 PM

Page 1, Q2. What is your work ZIP Code?

77	52245	Nov 3, 2014 8:33 AM
78	52402	Nov 3, 2014 8:01 AM
79	52405	Nov 2, 2014 5:40 PM
80	52404	Nov 2, 2014 7:52 AM
81	52402	Nov 1, 2014 9:40 AM
82	52404	Nov 1, 2014 6:29 AM
83	52333	Oct 31, 2014 3:10 PM
84	52402	Oct 30, 2014 12:37 PM
85	52404	Oct 30, 2014 9:18 AM
86	52404	Oct 30, 2014 8:18 AM
87	52404	Oct 30, 2014 5:43 AM
88	52240	Oct 30, 2014 5:25 AM
89	52404	Oct 30, 2014 3:51 AM
90	52406	Oct 30, 2014 3:12 AM
91	52404	Oct 29, 2014 12:43 PM
92	52404	Oct 29, 2014 12:40 PM
93	52246	Oct 29, 2014 10:00 AM
94	52404	Oct 29, 2014 8:43 AM
95	52406	Oct 29, 2014 8:21 AM

Page 1, Q2. What is your work ZIP Code?

96	52404	Oct 29, 2014 8:15 AM
97	52402	Oct 29, 2014 6:32 AM
98	52404	Oct 29, 2014 5:44 AM
99	52240	Oct 28, 2014 8:42 PM
100	52241	Oct 28, 2014 2:25 PM
101	52353	Oct 28, 2014 2:16 PM
102	52406	Oct 28, 2014 1:02 PM
103	52240	Oct 28, 2014 10:43 AM
104	52404	Oct 28, 2014 10:15 AM
105	52406	Oct 28, 2014 10:06 AM
106	52401	Oct 28, 2014 9:31 AM
107	52404	Oct 28, 2014 9:30 AM
108	52404	Oct 28, 2014 9:13 AM
109	52403	Oct 28, 2014 9:06 AM
110	52404	Oct 28, 2014 9:04 AM
111	52404	Oct 28, 2014 9:00 AM
112	52404	Oct 28, 2014 8:55 AM
113	52404	Oct 28, 2014 8:44 AM
114	52240	Oct 28, 2014 8:33 AM

Page 1, Q2. What is your work ZIP Code?

115	52404	Oct 28, 2014 8:23 AM
116	52406	Oct 28, 2014 8:11 AM
117	52404	Oct 28, 2014 8:07 AM
118	52404	Oct 28, 2014 8:07 AM
119	52406	Oct 28, 2014 8:04 AM
120	52404	Oct 28, 2014 8:00 AM
121	52404	Oct 28, 2014 7:58 AM
122	52404	Oct 28, 2014 7:49 AM
123	52404	Oct 28, 2014 7:47 AM
124	52404	Oct 28, 2014 7:47 AM
125	52310	Oct 28, 2014 7:43 AM
126	52404	Oct 28, 2014 7:42 AM
127	52406	Oct 28, 2014 7:41 AM
128	52404	Oct 28, 2014 7:40 AM
129	52406	Oct 28, 2014 7:34 AM
130	52406	Oct 28, 2014 7:32 AM
131	52406	Oct 28, 2014 7:32 AM
132	52404	Oct 28, 2014 7:30 AM
133	52404	Oct 28, 2014 7:30 AM

Page 1, Q2. What is your work ZIP Code?

134	52404	Oct 28, 2014 7:30 AM
135	52404	Oct 28, 2014 7:29 AM
136	52404	Oct 28, 2014 7:28 AM
137	52406	Oct 28, 2014 7:27 AM
138	52406	Oct 28, 2014 7:27 AM
139	52404	Oct 28, 2014 7:27 AM
140	52404	Oct 28, 2014 7:26 AM
141	52406	Oct 28, 2014 7:24 AM
142	52402	Oct 28, 2014 7:12 AM
143	52401	Oct 28, 2014 6:22 AM
144	52245	Oct 28, 2014 5:37 AM
145	52242	Oct 28, 2014 5:33 AM
146	52246	Oct 27, 2014 2:46 PM
147	52242	Oct 27, 2014 12:37 PM
148	52240	Oct 27, 2014 12:29 PM
149	52755	Oct 27, 2014 12:16 PM
150	52404	Oct 27, 2014 12:13 PM
151	52402	Oct 27, 2014 12:08 PM
152	52402	Oct 27, 2014 11:42 AM

Page 1, Q2. What is your work ZIP Code?

153	52402	Oct 27, 2014 10:56 AM
154	52240	Oct 27, 2014 9:52 AM
155	52401	Oct 27, 2014 9:22 AM
156	52404	Oct 27, 2014 9:10 AM
157	52240	Oct 27, 2014 8:00 AM
158	52245	Oct 27, 2014 7:30 AM
159	52401	Oct 27, 2014 7:07 AM
160	52240	Oct 27, 2014 6:08 AM
161	52401	Oct 27, 2014 6:04 AM
162	52402	Oct 27, 2014 4:41 AM
163	52402	Oct 27, 2014 4:01 AM
164	52317	Oct 26, 2014 6:27 PM
165	52248	Oct 26, 2014 5:25 PM
166	52404	Oct 26, 2014 4:22 PM
167	52404	Oct 26, 2014 2:43 AM
168	52245	Oct 25, 2014 7:43 PM
169	52241	Oct 25, 2014 6:11 PM
170	52240	Oct 25, 2014 1:42 PM
171	52402	Oct 25, 2014 7:07 AM

Page 1, Q2. What is your work ZIP Code?

172	52240	Oct 25, 2014 6:33 AM
173	52402	Oct 25, 2014 5:17 AM
174	52317	Oct 25, 2014 4:02 AM
175	52401	Oct 24, 2014 12:49 PM
176	52246	Oct 24, 2014 12:04 PM
177	52240	Oct 24, 2014 11:48 AM
178	52242	Oct 24, 2014 10:33 AM
179	52241	Oct 24, 2014 9:26 AM
180	52411	Oct 24, 2014 7:29 AM
181	52242	Oct 24, 2014 7:12 AM
182	52241	Oct 24, 2014 7:06 AM
183	52242	Oct 24, 2014 5:43 AM
184	52240	Oct 24, 2014 5:29 AM
185	52246	Oct 24, 2014 5:10 AM
186	52242	Oct 24, 2014 5:05 AM
187	52243	Oct 24, 2014 4:55 AM
188	52401	Oct 23, 2014 7:21 PM
189	52242	Oct 23, 2014 6:52 PM
190	52404	Oct 23, 2014 3:38 PM

Page 1, Q2. What is your work ZIP Code?

191	52404	Oct 23, 2014 1:56 PM
192	52242	Oct 23, 2014 12:46 PM
193	52242	Oct 23, 2014 12:36 PM
194	52242	Oct 23, 2014 12:30 PM
195	52242	Oct 23, 2014 12:22 PM
196	52242	Oct 23, 2014 12:02 PM
197	52403	Oct 23, 2014 11:59 AM
198	52240	Oct 23, 2014 11:56 AM
199	52403	Oct 23, 2014 11:45 AM
200	52242	Oct 23, 2014 11:42 AM
201	52401	Oct 23, 2014 11:17 AM
202	52404	Oct 23, 2014 11:14 AM
203	52242	Oct 23, 2014 11:08 AM
204	52241	Oct 23, 2014 10:52 AM
205	52242	Oct 23, 2014 10:31 AM
206	52404	Oct 23, 2014 10:18 AM
207	52242	Oct 23, 2014 9:39 AM
208	52245	Oct 23, 2014 9:38 AM
209	52242	Oct 23, 2014 9:28 AM

Page 1, Q2. What is your work ZIP Code?

210	52405	Oct 23, 2014 9:25 AM
211	52241	Oct 23, 2014 8:58 AM
212	52242	Oct 23, 2014 8:37 AM
213	52242	Oct 23, 2014 8:15 AM
214	52242	Oct 23, 2014 8:08 AM
215	52240	Oct 23, 2014 7:59 AM
216	52537	Oct 23, 2014 7:58 AM
217	52353	Oct 23, 2014 7:56 AM
218	52242	Oct 23, 2014 7:35 AM
219	52302	Oct 23, 2014 7:30 AM
220	52302	Oct 23, 2014 7:30 AM
221	52404	Oct 23, 2014 7:00 AM
222	52240	Oct 23, 2014 6:36 AM
223	52354	Oct 23, 2014 6:27 AM
224	52801	Oct 23, 2014 6:23 AM
225	52240	Oct 23, 2014 6:12 AM
226	52498	Oct 23, 2014 6:09 AM
227	52402	Oct 23, 2014 6:09 AM
228	52243	Oct 23, 2014 6:09 AM

Page 1, Q2. What is your work ZIP Code?

229	52404	Oct 23, 2014 6:07 AM
230	52501	Oct 23, 2014 5:53 AM
231	52240	Oct 23, 2014 5:51 AM
232	52772	Oct 23, 2014 5:33 AM
233	52404	Oct 23, 2014 5:30 AM
234	52240	Oct 23, 2014 5:07 AM
235	52240	Oct 23, 2014 5:05 AM
236	52402	Oct 23, 2014 3:49 AM
237	52402	Oct 23, 2014 3:48 AM
238	52301	Oct 23, 2014 3:39 AM
239	52403	Oct 23, 2014 3:37 AM
240	52404	Oct 23, 2014 3:27 AM
241	52345	Oct 23, 2014 3:25 AM
242	52302	Oct 23, 2014 3:20 AM
243	52577	Oct 23, 2014 3:02 AM
244	52404	Oct 23, 2014 2:50 AM
245	52242	Oct 22, 2014 8:07 PM
246	52240	Oct 22, 2014 7:36 PM
247	N/A	Oct 22, 2014 7:27 PM

Page 1, Q2. What is your work ZIP Code?

248	52405	Oct 22, 2014 7:19 PM
249	52404	Oct 22, 2014 7:15 PM
250	50703	Oct 22, 2014 7:12 PM
251	52242	Oct 22, 2014 7:08 PM
252	52241	Oct 22, 2014 7:00 PM
253	52241	Oct 22, 2014 6:47 PM
254	52401	Oct 22, 2014 6:42 PM
255	52401	Oct 22, 2014 6:34 PM
256	52246	Oct 22, 2014 6:02 PM
257	52404	Oct 22, 2014 5:58 PM
258	52404	Oct 22, 2014 5:55 PM
259	52403	Oct 22, 2014 5:43 PM
260	52404	Oct 22, 2014 5:22 PM
261	52404	Oct 22, 2014 5:10 PM
262	52241	Oct 22, 2014 4:23 PM
263	52242	Oct 22, 2014 4:08 PM
264	52241	Oct 22, 2014 3:46 PM
265	52404	Oct 22, 2014 3:34 PM
266	52242	Oct 22, 2014 3:29 PM

Page 1, Q2. What is your work ZIP Code?

267	52404	Oct 22, 2014 3:20 PM
268	52404	Oct 22, 2014 3:15 PM
269	52404	Oct 22, 2014 3:03 PM
270	52498	Oct 22, 2014 2:21 PM
271	52241	Oct 22, 2014 2:17 PM
272	52240	Oct 22, 2014 2:07 PM
273	52242	Oct 22, 2014 2:02 PM
274	52241	Oct 22, 2014 1:42 PM
275	52402	Oct 22, 2014 1:30 PM
276	52401	Oct 22, 2014 1:28 PM
277	52402	Oct 22, 2014 1:26 PM
278	52401	Oct 22, 2014 1:23 PM
279	52242	Oct 22, 2014 1:21 PM
280	52499	Oct 22, 2014 1:16 PM
281	52241	Oct 22, 2014 1:15 PM
282	52404	Oct 22, 2014 1:14 PM
283	52404	Oct 22, 2014 1:14 PM
284	52404	Oct 22, 2014 1:12 PM
285	52401	Oct 22, 2014 1:11 PM

Page 1, Q2. What is your work ZIP Code?

286	52240	Oct 22, 2014 1:11 PM
287	52246	Oct 22, 2014 1:10 PM
288	52402	Oct 22, 2014 1:08 PM
289	52402	Oct 22, 2014 1:07 PM
290	52404	Oct 22, 2014 1:05 PM
291	50010	Oct 22, 2014 1:00 PM
292	52242	Oct 22, 2014 12:51 PM
293	52401	Oct 22, 2014 12:49 PM
294	52242	Oct 22, 2014 12:45 PM
295	52336	Oct 22, 2014 12:44 PM
296	52403	Oct 22, 2014 12:42 PM
297	52240	Oct 22, 2014 12:35 PM
298	52402	Oct 22, 2014 12:34 PM
299	52498	Oct 22, 2014 12:34 PM
300	52411	Oct 22, 2014 12:34 PM
301	52401	Oct 22, 2014 12:33 PM
302	52213	Oct 22, 2014 12:31 PM
303	52245	Oct 22, 2014 12:29 PM
304	52233	Oct 22, 2014 12:28 PM

Page 1, Q2. What is your work ZIP Code?

305	52242	Oct 22, 2014 12:28 PM
306	52404	Oct 22, 2014 12:28 PM
307	52411	Oct 22, 2014 12:24 PM
308	52241	Oct 22, 2014 12:24 PM
309	52245	Oct 22, 2014 12:24 PM
310	52404	Oct 22, 2014 12:21 PM
311	52318	Oct 22, 2014 12:21 PM
312	52405	Oct 22, 2014 12:20 PM
313	52401	Oct 22, 2014 12:19 PM
314	52242	Oct 22, 2014 12:18 PM
315	52499	Oct 22, 2014 12:18 PM
316	52242	Oct 22, 2014 12:17 PM
317	52242	Oct 22, 2014 12:16 PM
318	52245	Oct 22, 2014 12:16 PM
319	52404	Oct 22, 2014 12:13 PM
320	52240	Oct 22, 2014 12:13 PM
321	52242	Oct 22, 2014 12:12 PM
322	52242	Oct 22, 2014 12:12 PM
323	52242	Oct 22, 2014 12:12 PM

Page 1, Q2. What is your work ZIP Code?

324	50265	Oct 22, 2014 12:11 PM
325	52241	Oct 22, 2014 12:10 PM
326	52404	Oct 22, 2014 12:09 PM
327	52353	Oct 22, 2014 12:09 PM
328	52233	Oct 22, 2014 12:08 PM
329	52406	Oct 22, 2014 12:08 PM
330	52406	Oct 22, 2014 12:08 PM
331	52245	Oct 22, 2014 12:07 PM
332	52243	Oct 22, 2014 12:07 PM
333	52317	Oct 22, 2014 12:06 PM
334	52404	Oct 22, 2014 12:05 PM
335	52411	Oct 22, 2014 11:48 AM
336	52404	Oct 22, 2014 11:39 AM
337	52242	Oct 22, 2014 11:04 AM

Page 1, Q3. Do you commute from:

1	Cedar Rapids to Amana	Nov 17, 2014 11:20 AM
2	belle plaine	Nov 17, 2014 10:49 AM
3	Cedar Rapids to Middle Amana	Nov 17, 2014 10:07 AM
4	North Liberty to Iowa City	Nov 12, 2014 9:59 AM
5	Tiffin to Amana	Nov 12, 2014 6:39 AM
6	Cedar Rapids to Amana	Nov 10, 2014 1:14 PM
7	Solon to Middle Amana	Nov 10, 2014 8:30 AM
8	Cedar Rapids to Amana	Nov 10, 2014 7:44 AM
9	Iowa City to Middle Amana	Nov 10, 2014 6:54 AM
10	Iowa City to Amana	Nov 10, 2014 6:46 AM
11	Atkins to Amana	Nov 10, 2014 6:42 AM
12	Cedar Rapids to Amana	Nov 10, 2014 6:19 AM
13	work at Oakdale	Nov 8, 2014 4:46 PM
14	Marion to Cedar Rapids	Nov 8, 2014 3:57 PM
15	Independence to Waterloo	Nov 7, 2014 10:23 AM
16	Vinton/Urbana to Waterloo	Nov 7, 2014 9:15 AM
17	Quad cities	Nov 7, 2014 8:53 AM
18	IC/Coralville to Muscatine	Nov 7, 2014 8:43 AM
19	Cedar Rapids to Cedar Rapids	Nov 7, 2014 8:28 AM

Page 1, Q3. Do you commute from:

20	rural Solon area to Cedar Rapids	Nov 7, 2014 8:25 AM
21	Newhall to Cedar Rapids	Nov 6, 2014 4:30 PM
22	Cedar Rapids to EIA	Nov 6, 2014 2:47 PM
23	Cedar Rapids to EIA	Nov 6, 2014 2:46 PM
24	SW CR to NE CR	Nov 6, 2014 11:53 AM
25	Independence	Nov 6, 2014 10:24 AM
26	Independence to Urbana. I realize these not towns you are interested in, but please consider some sort of widening of Hwy 150 from Independence to I-380. The highway is highly traveled with commuters driving to CR, and adding in heavy semi-truck travel plus ag equipment, and few places where you can pass, it's a dangerous stretch of road, which is 100X worse in the winter.	Nov 6, 2014 10:03 AM
27	within Cedar Rapids	Nov 6, 2014 9:58 AM
28	No Iowa City to North Liberty	Nov 6, 2014 9:13 AM
29	Oxford to North Liberty	Nov 6, 2014 6:17 AM
30	Vinton to Shellsburg	Nov 6, 2014 5:58 AM
31	Garrison to Belle Plaine	Nov 6, 2014 5:00 AM
32	Vinton	Nov 6, 2014 4:52 AM
33	West branch to iowa city	Nov 5, 2014 11:14 PM
34	Work in CR	Nov 5, 2014 7:09 PM
35	MARION to CR AIRPORT AREA	Nov 5, 2014 6:32 PM
36	I commute within the Cedar Rapids area	Nov 5, 2014 4:16 PM
37	None	Nov 5, 2014 3:21 PM

Page 1, Q3. Do you commute from:

38	Anamosa,Iowa	Nov 5, 2014 2:42 PM
39	Center Point to Cedar Rapids	Nov 5, 2014 2:38 PM
40	cedar rapids to waterloo	Nov 5, 2014 2:35 PM
41	Live 2 miles from job in Iowa City	Nov 5, 2014 2:20 PM
42	Marion to Mt. Vernon	Nov 5, 2014 1:58 PM
43	Marion to CR	Nov 5, 2014 1:54 PM
44	Stay in CR	Nov 5, 2014 1:53 PM
45	West Liberty to Coralville	Nov 5, 2014 1:50 PM
46	Not a regular commute, only occasionally	Nov 5, 2014 5:33 AM
47	Vinton to Cedar Rapids	Nov 2, 2014 5:40 PM
48	Mt Vernon to Cedar Rapids	Nov 2, 2014 7:52 AM
49	SW Cedar Rapids to Northern Hiawatha	Oct 31, 2014 3:10 PM
50	I travel to several counties.	Oct 30, 2014 12:37 PM
51	in town	Oct 30, 2014 9:18 AM
52	From the NW side to Nordstrom	Oct 30, 2014 8:18 AM
53	I live and work in the Iowa City/Coralville/North Liberty area	Oct 30, 2014 5:25 AM
54	Cedar Rapids to Cedar Rapids	Oct 30, 2014 3:12 AM
55	Van Horne	Oct 29, 2014 8:43 AM
56	Tiffin to the North Liberty I-380 on ramp via a paved county road	Oct 29, 2014 8:21 AM

Page 1, Q3. Do you commute from:

57	Ely to Cedar Rapids	Oct 29, 2014 5:44 AM
58	Lisbon to Coralville.	Oct 28, 2014 2:25 PM
59	Washington to Washington	Oct 28, 2014 2:16 PM
60	Within Cedar Rapids	Oct 28, 2014 1:02 PM
61	SE side of Cedar Rapids to the SW side of Cedar Rapids	Oct 28, 2014 10:15 AM
62	Mount Vernon to Kirkwood	Oct 28, 2014 9:31 AM
63	none	Oct 28, 2014 9:06 AM
64	Stanwood, Iowa	Oct 28, 2014 9:00 AM
65	Cedar Rapids to Marion, Hiawatha and Van Horne	Oct 28, 2014 8:55 AM
66	Swisher to CR	Oct 28, 2014 8:44 AM
67	Fairfield to Cedar Rapids	Oct 28, 2014 8:11 AM
68	Marion to Cedar Rapids	Oct 28, 2014 8:00 AM
69	Marion to SW CR	Oct 28, 2014 7:58 AM
70	Far NE Cedar Rapids to the southern-most point in Cedar Rapids.	Oct 28, 2014 7:47 AM
71	Cedar Rapids SE to Cedar Rapids SW side	Oct 28, 2014 7:47 AM
72	Lisbon to Cedar Rapids	Oct 28, 2014 7:41 AM
73	Jones Co./Anamosa to Linn Co. SW side	Oct 28, 2014 7:40 AM
74	I live just north of Urbana and get on 380 and head south every day. Would love to see a pick up spot at one of the gas stations in Urbana	Oct 28, 2014 7:35 AM
75	Walford to Cedar Rapids	Oct 28, 2014 7:32 AM

Page 1, Q3. Do you commute from:

76	Delaware County (Manchester) to Cedar Rapids	Oct 28, 2014 7:30 AM
77	Vinton to the Cedar Rapids area	Oct 28, 2014 7:29 AM
78	Iowa County - Williamsburg	Oct 28, 2014 7:28 AM
79	Springville to Cedar Rapids	Oct 28, 2014 7:27 AM
80	North Cedar Rapids (Toddville) to South Cedar Rapids (Kirkwood)	Oct 28, 2014 7:27 AM
81	NE Cedar Rapids to SE Cedar Rapids	Oct 28, 2014 7:26 AM
82	Waterloo to Cedar Rapids	Oct 28, 2014 6:22 AM
83	North Liberty to Iowa City	Oct 27, 2014 2:46 PM
84	Coralville to Lone Tree and back	Oct 27, 2014 12:16 PM
85	Washington to Cedar Rapids	Oct 27, 2014 12:08 PM
86	Cedar Rapids to Cedar Rapids	Oct 27, 2014 11:42 AM
87	Henry county to Iowa city	Oct 27, 2014 9:52 AM
88	Toddville to Cedar Rapids	Oct 27, 2014 7:07 AM
89	WELLMAN	Oct 27, 2014 6:08 AM
90	Wayland to North Liberty	Oct 26, 2014 6:27 PM
91	Washington	Oct 26, 2014 5:25 PM
92	north side of cedar rapids to south side of cedar rapids	Oct 26, 2014 4:22 PM
93	Palo area to SW side of Cedar Rapids	Oct 26, 2014 2:43 AM
94	Rural to Iowa City	Oct 25, 2014 1:42 PM

Page 1, Q3. Do you commute from:

95	WASHINGTON TO IOWA CITY	Oct 25, 2014 6:33 AM
96	I commute mainly from North Liberty to Iowa City but also have meetings in Cedar Rapids frequently.	Oct 24, 2014 11:48 AM
97	Anamosa to cedar rapids	Oct 24, 2014 9:26 AM
98	Riverside to Iowa City, but also work at Johnson County SEATS	Oct 24, 2014 5:10 AM
99	CR to CR, sometimes CR to IC	Oct 23, 2014 7:21 PM
100	West Branch to Iowa City	Oct 23, 2014 6:52 PM
101	Almost Marion to South of CR.	Oct 23, 2014 3:38 PM
102	I don't regularly commute but on occasion will travel from CR to IC	Oct 23, 2014 1:56 PM
103	North Liberty to Iowa City	Oct 23, 2014 12:36 PM
104	North Liberty to Iowa City	Oct 23, 2014 12:30 PM
105	Riverside to Iowa City	Oct 23, 2014 12:22 PM
106	Tiffin to Iowa City	Oct 23, 2014 12:02 PM
107	North Liberty to southern Iowa City	Oct 23, 2014 11:56 AM
108	Work at home.	Oct 23, 2014 11:45 AM
109	rural homestead to Iowa city	Oct 23, 2014 11:42 AM
110	Mount Vernon to Cedar Rapids	Oct 23, 2014 11:17 AM
111	Riverside to Iowa City	Oct 23, 2014 11:08 AM
112	Iowa City to Coralville.	Oct 23, 2014 10:52 AM
113	highland school area Washington county	Oct 23, 2014 9:39 AM

Page 1, Q3. Do you commute from:

114	Iowa City to Iowa City	Oct 23, 2014 9:38 AM
115	North Cedar Rapids to downtown Cedar Rapids	Oct 23, 2014 9:25 AM
116	Iowa city to Coralville	Oct 23, 2014 8:58 AM
117	Coralville to Iowa City	Oct 23, 2014 8:37 AM
118	North Liberty to Iowa City	Oct 23, 2014 8:08 AM
119	Commute to Iowa City for medical needs oin a regular schedule, we need rail from, like Ottumwa to Iowa City and Des Moines.	Oct 23, 2014 7:58 AM
120	Ainsworth to Washington	Oct 23, 2014 7:56 AM
121	Do not commute	Oct 23, 2014 7:30 AM
122	Do not commute	Oct 23, 2014 7:30 AM
123	East side of Marion to SW side of Cedar rapids	Oct 23, 2014 7:00 AM
124	Vinton to Newhall	Oct 23, 2014 6:27 AM
125	Cedar Rapids to Davenport, IA	Oct 23, 2014 6:23 AM
126	I commute less than two miles one way to work.	Oct 23, 2014 6:12 AM
127	Vinton	Oct 23, 2014 6:09 AM
128	Ely to Iowa City	Oct 23, 2014 6:09 AM
129	don't commute in this area	Oct 23, 2014 5:53 AM
130	North Liberty to Iowa Coty	Oct 23, 2014 5:51 AM
131	4 miles from shop	Oct 23, 2014 5:33 AM
132	CR to CR	Oct 23, 2014 3:49 AM

Page 1, Q3. Do you commute from:

133	Williamsburg to Marengo	Oct 23, 2014 3:39 AM
134	Alburnett/Central City area to downtown Cedar Rapids.	Oct 23, 2014 3:37 AM
135	Marengo to Cedar Rapids	Oct 23, 2014 3:27 AM
136	Vinton to Urbana	Oct 23, 2014 3:25 AM
137	Spingville to Marion	Oct 23, 2014 3:20 AM
138	Oskaloosa	Oct 23, 2014 3:02 AM
139	Oxford to Iowa City (myself) Oxford to SW Cedar Rapids (my husband)	Oct 22, 2014 7:08 PM
140	Lisbon to Iowa City	Oct 22, 2014 7:00 PM
141	West Branch to Coralville	Oct 22, 2014 6:47 PM
142	North liberty to Iowa city	Oct 22, 2014 6:02 PM
143	Cedar Rapids to Cedar Rapids	Oct 22, 2014 5:58 PM
144	I commute by bicycle within Cedar Rapids. I want public transportation between Cedar Rapids & Iowa City so I can visit friends, go to events and shop without driving my car. Getting the Trailways bus at the airport is inconvenient, but I have used it.	Oct 22, 2014 5:43 PM
145	North Liberty to Iowa City	Oct 22, 2014 3:29 PM
146	Benton to Linn	Oct 22, 2014 3:03 PM
147	North Liberty to Iowa City East Side	Oct 22, 2014 2:07 PM
148	North Liberty to Coralville	Oct 22, 2014 1:42 PM
149	Marion to Cedar Rapids	Oct 22, 2014 1:26 PM
150	From Lisbon, IA	Oct 22, 2014 1:16 PM

Page 1, Q3. Do you commute from:

151	Within Coralville, though taking almost as long as if I were leaving town.	Oct 22, 2014 1:15 PM
152	Norway to SW Cedar Rapids	Oct 22, 2014 1:14 PM
153	within CR	Oct 22, 2014 1:14 PM
154	Rural Cedar County to CR	Oct 22, 2014 1:12 PM
155	10 miles East of West Branch to downtown Cedar Rapids	Oct 22, 2014 1:11 PM
156	Rural area to Iowa City urban area	Oct 22, 2014 1:10 PM
157	palo/toddville area to cedar rapids	Oct 22, 2014 1:08 PM
158	Cedar Rapids NE to Cedar Rapids SW	Oct 22, 2014 1:05 PM
159	Boone - Ames	Oct 22, 2014 1:00 PM
160	NE Cedar Rapids to Springville	Oct 22, 2014 12:44 PM
161	Southwest Cedar Rapids to Northwest Cedar Rapids	Oct 22, 2014 12:34 PM
162	within Cedar Rapids	Oct 22, 2014 12:34 PM
163	Mt Vernon to Cedar Rapids	Oct 22, 2014 12:33 PM
164	Iowa City Eastside to Iowa City Westside	Oct 22, 2014 12:29 PM
165	Swisher (exit 10) to Iowa City (exit 91)	Oct 22, 2014 12:28 PM
166	co not commute - but go to C.R. on business and medical/dental matters	Oct 22, 2014 12:24 PM
167	Muscatine	Oct 22, 2014 12:24 PM
168	Cedar Rapids to Cedar Rapids	Oct 22, 2014 12:21 PM
169	North Liberty to Norway	Oct 22, 2014 12:21 PM

Page 1, Q3. Do you commute from:

170	Hiawatha to Marion to Cedar Rapids	Oct 22, 2014 12:18 PM
171	North Liberty to Iowa City	Oct 22, 2014 12:16 PM
172	Northern Rural Johnson County (Shueyville) to Iowa City	Oct 22, 2014 12:16 PM
173	Swisher/Shueyville to Cedar Rapids	Oct 22, 2014 12:13 PM
174	Iowa City/Coralville/North Liberty urban area to the Iowa City/Coralville area.	Oct 22, 2014 12:12 PM
175	Des Moines to West Des Moines	Oct 22, 2014 12:11 PM
176	Stay within North Liberty.	Oct 22, 2014 12:10 PM
177	North side of Marion to SW side of Cedar Rapids.	Oct 22, 2014 12:09 PM
178	Ainsworth to Washington	Oct 22, 2014 12:09 PM
179	Cedar Rapids to Hiawatha	Oct 22, 2014 12:08 PM
180	Manchester	Oct 22, 2014 12:08 PM
181	North Liberty to (east) Iowa City	Oct 22, 2014 12:07 PM
182	Iowa City to North Liberty	Oct 22, 2014 12:06 PM
183	Williamsburg Urban to Cedar Rapids/Hiawatha urban area	Oct 22, 2014 11:48 AM

Page 1, Q4. For your commute, what is your primary route?

1	380 to 30 to 151 to 220th trail	Nov 17, 2014 11:20 AM
2	212	Nov 17, 2014 10:49 AM
3	HWY 151	Nov 17, 2014 10:07 AM
4	Highway 6	Nov 17, 2014 9:37 AM
5	Hwy1 and hwy13	Nov 14, 2014 8:18 AM
6	highway 151	Nov 12, 2014 7:40 AM
7	Highway 6	Nov 12, 2014 6:39 AM
8	Hwy 151	Nov 10, 2014 1:14 PM
9	route 151	Nov 10, 2014 9:15 AM
10	Route 382, Ely Road, 120th St NE and US-151 S	Nov 10, 2014 8:30 AM
11	Highway 151	Nov 10, 2014 7:44 AM
12	Highway 6	Nov 10, 2014 7:03 AM
13	US-6	Nov 10, 2014 6:54 AM
14	US-6	Nov 10, 2014 6:46 AM
15	Hwy 30, South thru Norway to US 151.	Nov 10, 2014 6:42 AM
16	151	Nov 10, 2014 6:19 AM
17	7th Ave Marion to 1st Ave Cedar Rapids	Nov 8, 2014 3:57 PM
18	20	Nov 7, 2014 10:23 AM
19	I-80	Nov 7, 2014 8:53 AM

Page 1, Q4. For your commute, what is your primary route?

20	I-80	Nov 7, 2014 8:43 AM
21	city streets	Nov 7, 2014 8:28 AM
22	Ely road & I-380	Nov 7, 2014 8:25 AM
23	Hwy 30 to I-380 (possibly hwy 100 if it were available)	Nov 6, 2014 4:30 PM
24	IA 150, and 380	Nov 6, 2014 10:24 AM
25	Hwy 150	Nov 6, 2014 10:03 AM
26	Hwy 6 to 965	Nov 6, 2014 6:17 AM
27	Highway	Nov 6, 2014 5:00 AM
28	80	Nov 5, 2014 11:14 PM
29	work from home	Nov 5, 2014 8:20 PM
30	Blairsferry Rd	Nov 5, 2014 7:09 PM
31	Hwy 30 to Sixth St	Nov 5, 2014 4:16 PM
32	1st ave.	Nov 5, 2014 3:21 PM
33	Hwy 1	Nov 5, 2014 2:56 PM
34	Mt. Vernon Rd.	Nov 5, 2014 1:58 PM
35	East Post to Mt. Vernon Road	Nov 5, 2014 1:54 PM
36	Council Street	Nov 5, 2014 1:53 PM
37	I-80	Nov 5, 2014 1:50 PM
38	Swisher Road to Hwy 151 South	Nov 4, 2014 12:33 PM

Page 1, Q4. For your commute, what is your primary route?

39	151	Nov 3, 2014 8:01 AM
40	Hwy 218	Nov 2, 2014 5:40 PM
41	Highway 30	Nov 2, 2014 7:52 AM
42	Many highways	Oct 30, 2014 12:37 PM
43	1st ave	Oct 30, 2014 9:18 AM
44	Johnson and Edgewood	Oct 30, 2014 8:18 AM
45	Highway 6/Highway 1	Oct 30, 2014 5:25 AM
46	Mostly streets in Cedar Rapids	Oct 30, 2014 3:12 AM
47	66th Ave	Oct 29, 2014 12:43 PM
48	Hwy 30	Oct 29, 2014 8:43 AM
49	76th Ave.	Oct 29, 2014 5:44 AM
50	Hwy 1 then across Ehaffy bridge to Coralville.	Oct 28, 2014 2:25 PM
51	County/City roads	Oct 28, 2014 2:16 PM
52	Surface Roads	Oct 28, 2014 10:15 AM
53	Hwy 30	Oct 28, 2014 9:31 AM
54	30	Oct 28, 2014 9:13 AM
55	Mt Vernon Road	Oct 28, 2014 9:06 AM
56	151	Oct 28, 2014 9:04 AM
57	Highway 30	Oct 28, 2014 9:00 AM

Page 1, Q4. For your commute, what is your primary route?

58	151	Oct 28, 2014 8:55 AM
59	I take I-380 in and 965 home.	Oct 28, 2014 8:44 AM
60	Hwy 1 to work in morning; 380 home (and always 380 in winter)	Oct 28, 2014 8:07 AM
61	Hwy 30	Oct 28, 2014 8:00 AM
62	HWY 13 and HWY 30	Oct 28, 2014 7:58 AM
63	Highway 1...eastside of Iowa City to Kirkwood CR	Oct 28, 2014 7:49 AM
64	highway 30	Oct 28, 2014 7:41 AM
65	Hwy's 151 to 13 to 30	Oct 28, 2014 7:40 AM
66	30 to 380 to Kirkwood Blvd	Oct 28, 2014 7:34 AM
67	151	Oct 28, 2014 7:32 AM
68	IA Highway 13	Oct 28, 2014 7:30 AM
69	Hwy 30	Oct 28, 2014 7:30 AM
70	Hwy 218 to Hwy 30	Oct 28, 2014 7:29 AM
71	Hwy 151	Oct 28, 2014 7:28 AM
72	Highway 151	Oct 28, 2014 7:27 AM
73	218	Oct 27, 2014 9:52 AM
74	Iowa City roads	Oct 27, 2014 7:30 AM
75	COUNTY ROADS HWY 22 & HWY 1	Oct 27, 2014 6:08 AM
76	Hwy 218/I-380	Oct 26, 2014 6:27 PM

Page 1, Q4. For your commute, what is your primary route?

77	218	Oct 26, 2014 5:25 PM
78	Highway 1	Oct 25, 2014 7:43 PM
79	Hwy 1 to Hwy 92 to Hwy 218	Oct 25, 2014 1:42 PM
80	218	Oct 25, 2014 6:33 AM
81	I use both frequently.	Oct 24, 2014 11:48 AM
82	151	Oct 24, 2014 9:26 AM
83	Hwy 218	Oct 24, 2014 5:10 AM
84	I-80	Oct 23, 2014 6:52 PM
85	Hwy 13, 30, I-380	Oct 23, 2014 3:38 PM
86	Dubuque St or 1st Ave	Oct 23, 2014 12:30 PM
87	HWY6	Oct 23, 2014 12:02 PM
88	none	Oct 23, 2014 11:45 AM
89	highway 6 to work and IWW home	Oct 23, 2014 11:42 AM
90	Mount Vernon Road or Highway 30, 13 and Mount Vernon Road	Oct 23, 2014 11:17 AM
91	I180->965.	Oct 23, 2014 10:52 AM
92	218	Oct 23, 2014 9:39 AM
93	In town streets	Oct 23, 2014 9:38 AM
94	Highway 6	Oct 23, 2014 8:37 AM
95	63 north to 34 east, 218 north	Oct 23, 2014 7:58 AM

Page 1, Q4. For your commute, what is your primary route?

96	highway 92	Oct 23, 2014 7:56 AM
97	218 to 30	Oct 23, 2014 6:27 AM
98	Through neighborhoods in Iowa City	Oct 23, 2014 6:12 AM
99	Ely road to F16 through Solon to Highway 1	Oct 23, 2014 6:09 AM
100	local roads	Oct 23, 2014 5:53 AM
101	State 38	Oct 23, 2014 5:33 AM
102	1st Ave	Oct 23, 2014 3:49 AM
103	County Road V66	Oct 23, 2014 3:39 AM
104	Hwy 13	Oct 23, 2014 3:37 AM
105	151	Oct 23, 2014 3:27 AM
106	HWY 150	Oct 23, 2014 3:25 AM
107	151	Oct 23, 2014 3:20 AM
108	Hwy 92 West	Oct 23, 2014 3:02 AM
109	Highway 6	Oct 22, 2014 7:08 PM
110	Hwy 1	Oct 22, 2014 7:00 PM
111	I-80	Oct 22, 2014 6:47 PM
112	City Streets	Oct 22, 2014 5:58 PM
113	1st Ave Cedar rapids	Oct 22, 2014 5:43 PM
114	Front Street/12th Ave	Oct 22, 2014 3:29 PM

Page 1, Q4. For your commute, what is your primary route?

115	Hwy 30	Oct 22, 2014 3:03 PM
116	Dubuque Street	Oct 22, 2014 2:07 PM
117	Hwy. 30 & I-380	Oct 22, 2014 1:16 PM
118	US 6	Oct 22, 2014 1:15 PM
119	Hwy 30 the Lincoln Highway	Oct 22, 2014 1:14 PM
120	Hwy 30	Oct 22, 2014 1:12 PM
121	and I-80	Oct 22, 2014 1:11 PM
122	Hwy 30 - Hwy 1 or Hwy 38 to I80	Oct 22, 2014 1:10 PM
123	hwy 30	Oct 22, 2014 1:00 PM
124	Dubuque Street	Oct 22, 2014 12:45 PM
125	Collins Rd/Bypass, Hwy 13 and Hwy 151	Oct 22, 2014 12:44 PM
126	side streets	Oct 22, 2014 12:34 PM
127	Mt Vernon Road	Oct 22, 2014 12:33 PM
128	US 6	Oct 22, 2014 12:29 PM
129	I-80	Oct 22, 2014 12:24 PM
130	Boyson Rd and 42nd street	Oct 22, 2014 12:18 PM
131	50/50 split between I-380 and Hwy 1	Oct 22, 2014 12:16 PM
132	I - 235	Oct 22, 2014 12:11 PM
133	Front St in NL	Oct 22, 2014 12:10 PM

Page 1, Q4. For your commute, what is your primary route?

134	92	Oct 22, 2014 12:09 PM
135	Hwy 13 to I-380	Oct 22, 2014 12:08 PM
136	Dubuque St. To I80 East	Oct 22, 2014 12:07 PM
137	Hwy 151	Oct 22, 2014 11:48 AM

Page 2, Q6. If so, which educational institution?

1	Benedictine University	Oct 23, 2014 9:25 AM
2	Because of the pissing contest between the UI and the IC branch of Kirkwood, pre-med/sciences/math students at Kirkwood in IC have to travel to CR if not Hiawatha for certain coursework, which is a hazard at night and in Iowa winters.	Oct 22, 2014 7:22 PM

Page 4, Q11. If no, please identify why?

1	Not available	Nov 6, 2014 5:01 AM
2	I travel with up to 3 checked bags.	Nov 5, 2014 5:14 PM
3	All of the above	Oct 28, 2014 7:42 AM
4	Many options - Concerned it would be limited to a fixed schedule, need to access vehicle during the day for my job, and I have additional side trips to drop my children off at daycare and errands to run (groceries, pharmacy, etc.).	Oct 28, 2014 7:34 AM
5	I take my dog to work.	Oct 28, 2014 7:27 AM
6	The bus would be in the same traffic situation as if we drove on our own. I understand that the point would be to get more cars off the road, but with the high growth of the communities, there will ultimately be more cars anyway. I just don't see this being a solution.	Oct 27, 2014 8:03 AM
7	Work at home.	Oct 23, 2014 11:46 AM
8	all of the above except #4	Oct 23, 2014 9:00 AM
9	Live close to work	Oct 23, 2014 5:34 AM
10	Changing schedule and needs as well as limited response times often necessary.	Oct 22, 2014 3:48 PM
11	don't like buses, prefer train/light rail	Oct 22, 2014 2:18 PM
12	All of the above options would factor into my decision to likely not use a public bus.	Oct 22, 2014 12:36 PM
13	I live approximately 1 mile from work, and also need access to my vehicle.	Oct 22, 2014 12:19 PM

Page 6, Q13. If no, please identify why?

1	Routes ?	Nov 10, 2014 5:33 PM
2	Dont work traditional work hours	Nov 6, 2014 10:25 AM
3	prefer bus over car or van pool	Oct 29, 2014 8:16 AM
4	do not trust others in the vanpool	Oct 28, 2014 10:08 AM
5	380 is a dangerous stretch and unless a professional driver is driving me in a bus, I personally am reluctant to ride with others in a van/carpool	Oct 28, 2014 7:34 AM
6	I would really prefer a regular public transit service, rather than a carpool/vanpool where I would need to always coordinate with other participants if my schedule changed or I needed to commute at a different time of day.	Oct 27, 2014 9:25 AM
7	If I could check two options I would. Have additional side trips, as well as mysame answer as the previous question. The carpools/vanpool would all be in the same traffic congestion.	Oct 27, 2014 8:05 AM
8	Work at home.	Oct 23, 2014 11:46 AM
9	all of above except #4	Oct 23, 2014 9:00 AM
10	work different hours from week to week so public transportation wouldnt work for me	Oct 22, 2014 5:58 PM
11	Yes to bus and no to ban or car pool	Oct 22, 2014 5:26 PM
12	Limited time constraints and definite responsibilities. Fix the roads and stop trying to force lemming transportation.	Oct 22, 2014 3:49 PM
13	both not willing to walk/drive and limited fixed schedule	Oct 22, 2014 1:10 PM
14	All of the above would factor into my likely decision not to use a public vanpool.	Oct 22, 2014 12:37 PM
15	trips scheduled intermittently	Oct 22, 2014 12:25 PM
16	I would take the bus, but the schedule doesn't allow for it.	Oct 22, 2014 12:13 PM



Appendix C: Detailed Annualized Capital Costs and Cost per Rider for Public Bus Options

Bus Option #1 Annualized Capital Cost

	Total Base Year Dollars (X000)	Cat. 80 Prof. Svc. spread proportionally over Cats. 10 - 50 (X000)	Spread Cat. 90 Unalloc. Cont. according to perceived risks (X000)	Revised Total Base Year Dollars (X000)	Years of Useful Life	Annualization Factor (based on 2% rate) $[\frac{.02}{1 - (1.02)^{\text{no. yrs}}}]$	Annualized Cost (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	\$ -	\$ -	\$ -	\$ -			\$ -
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	\$ 2,241,000.00	\$ -	\$ -	\$ 2,241,000.00			\$ 59,762.20
20.01 At-grade station, stop, shelter, mall, terminal, platform	\$ 2,241,000.00			\$ 2,241,000.00	70	0.02667	\$ 59,762.20
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$ 2,400,000.00	\$ -	\$ -	\$ 2,400,000.00			\$ 76,375.70
30.04 Storage or Maintenance of Way Building	\$ 2,400,000.00			\$ 2,400,000.00	50	0.03182	\$ 76,375.70
40 SITEWORK & SPECIAL CONDITIONS	\$ -	\$ -	\$ -	\$ -			\$ -
50 SYSTEMS	\$ -	\$ -	\$ -	\$ -			\$ -
Construction Subtotal (10 - 50)	\$ 4,641,000.00	\$ -	\$ -	\$ 4,641,000.00			\$ 136,137.90
60 ROW, LAND, EXISTING IMPROVEMENTS	\$ -		\$ -	\$ -			\$ -
70 VEHICLES (number)	\$ 5,148,000.00		\$ 979,000.00	\$ 6,127,000.00			\$ 579,366.65
70.04 Bus	\$ 5,148,000.00		\$ 979,000.0	\$ 6,127,000.00	12	0.09456	\$ 579,366.65
80 PROFESSIONAL SERVICES	\$ -						
Subtotal (10 - 80)	\$ 9,789,000.00						
90 UNALLOCATED CONTINGENCY							
Subtotal (10 - 90)	\$ 9,789,000.00	\$ -	\$ 979,000.00	\$ 10,768,000.00			\$ 715,504.55

Includes 12 vehicles, Park & Ride Lots, Support Facilities, and a 10% Contingency

- Vehicle Costs were based on a cost of \$429,000 per vehicle
- Park and Ride Lot cost were based on 350 spaces
- Support Facilities were based on a cost of \$200,000 per vehicle

Bus Option #2 Annualized Capital Cost

	Total Base Year Dollars (X000)	Cat. 80 Prof. Svc. spread proportionally over Cats. 10 - 50 (X000)	Spread Cat. 90 Unalloc. Cont. according to perceived risks (X000)	Revised Total Base Year Dollars (X000)	Years of Useful Life	Annualization Factor (based on 2% rate) [.02/1 - (1.02)^-no. yrs]	Annualized Cost (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	\$ -	\$ -	\$ -	\$ -			\$ -
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	\$ 1,601,000.00	\$ -	\$ -	\$ 1,601,000.00			\$ 42,694.91
20.01 At-grade station, stop, shelter, mall, terminal, platform	\$ 1,601,000.00			\$ 1,601,000.00	70	0.02667	\$ 42,694.91
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$ 1,200,000.00	\$ -	\$ -	\$ 1,200,000.00			\$ 38,187.85
30.04 Storage or Maintenance of Way Building	\$ 1,200,000.00			\$ 1,200,000.00	50	0.03182	\$ 38,187.85
40 SITEWORK & SPECIAL CONDITIONS	\$ -	\$ -	\$ -	\$ -			\$ -
50 SYSTEMS	\$ -	\$ -	\$ -	\$ -			\$ -
Construction Subtotal (10 - 50)	\$ 2,801,000.00	\$ -	\$ -	\$ 2,801,000.00			\$ 80,882.76
60 ROW, LAND, EXISTING IMPROVEMENTS	\$ -		\$ -	\$ -			\$ -
70 VEHICLES (number)	\$ 2,574,000.00		\$ 538,000.00	\$ 3,112,000.00			\$ 294,269.46
70.04 Bus	\$ 2,574,000.00		\$ 538,000.00	\$ 3,112,000.00	12	0.09456	\$ 294,269.46
80 PROFESSIONAL SERVICES	\$ -						
Subtotal (10 - 80)	\$ 5,375,000.00						
90 UNALLOCATED CONTINGENCY							
Subtotal (10 - 90)	\$ 5,375,000.00	\$ -	\$ 538,000.00	\$ 5,913,000.00			\$ 375,152.22

Includes 6 vehicles, Park & Ride Lots, Support Facilities, and a 10% Contingency

- Vehicle Costs were based on a cost of \$429,000 per vehicle
- Park and Ride Lot cost were based on 250 spaces
- Support Facilities were based on a cost of \$200,000 per vehicle

Bus Option #2-Low Annualized Capital Cost (Bus Only)

	Total Base Year Dollars (X000)	Cat. 80 Prof. Svc. spread proportionally over Cats. 10 - 50 (X000)	Spread Cat. 90 Unalloc. Cont. according to perceived risks (X000)	Revised Total Base Year Dollars (X000)	Years of Useful Life	Annualization Factor (based on 2% rate) [.02/1 - (1.02)^-no. yrs]	Annualized Cost (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	\$ -	\$ -	\$ -	\$ -			\$ -
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	\$ -	\$ -	\$ -	\$ -			\$ -
20.01 At-grade station, stop, shelter, mall, terminal, platform	\$ -			\$ -	70	0.02667	\$ -
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$ -	\$ -	\$ -	\$ -			\$ -
30.04 Storage or Maintenance of Way Building	\$ -			\$ -	50	0.03182	\$ -
40 SITEWORK & SPECIAL CONDITIONS	\$ -	\$ -	\$ -	\$ -			\$ -
50 SYSTEMS	\$ -	\$ -	\$ -	\$ -			\$ -
Construction Subtotal (10 - 50)	\$ -	\$ -	\$ -	\$ -			\$ -
60 ROW, LAND, EXISTING IMPROVEMENTS	\$ -		\$ -	\$ -			\$ -
70 VEHICLES (number)	\$ 900,000.00		\$ 90,000.00	\$ 990,000.00			\$ 93,614.00
70.04 Bus	\$ 900,000.00		\$ 90,000.0	\$ 990,000.00	12	0.09456	\$ 93,614.00
80 PROFESSIONAL SERVICES	\$ -						
Subtotal (10 - 80)	\$ 900,000.00						
90 UNALLOCATED CONTINGENCY							
Subtotal (10 - 90)	\$ 900,000.00	\$ -	\$ 90,000.00	\$ 990,000.00			\$ 93,614.00

Includes 6 vehicles, and a 10% Contingency

- Vehicle Costs were based on a cost of \$150,000 per vehicle

Bus Option #2-High Annualized Capital Cost (Bus Only)

	Total Base Year Dollars (X000)	Cat. 80 Prof. Svc. spread proportionally over Cats. 10 - 50 (X000)	Spread Cat. 90 Unalloc. Cont. according to perceived risks (X000)	Revised Total Base Year Dollars (X000)	Years of Useful Life	Annualization Factor (based on 2% rate) [.02/1 - (1.02)^-no. yrs]	Annualized Cost (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	\$ -	\$ -	\$ -	\$ -			\$ -
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	\$ -	\$ -	\$ -	\$ -			\$ -
20.01 At-grade station, stop, shelter, mall, terminal, platform	\$ -			\$ -	70	0.02667	\$ -
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$ -	\$ -	\$ -	\$ -			\$ -
30.04 Storage or Maintenance of Way Building	\$ -			\$ -	50	0.03182	\$ -
40 SITEWORK & SPECIAL CONDITIONS	\$ -	\$ -	\$ -	\$ -			\$ -
50 SYSTEMS	\$ -	\$ -	\$ -	\$ -			\$ -
Construction Subtotal (10 - 50)	\$ -	\$ -	\$ -	\$ -			\$ -
60 ROW, LAND, EXISTING IMPROVEMENTS	\$ -		\$ -	\$ -			\$ -
70 VEHICLES (number)	\$ 2,574,000.00		\$ 257,400.00	\$ 2,831,400.00			\$ 267,736.04
70.04 Bus	\$ 2,574,000.00		\$ 257,400.0	\$ 2,831,400.00	12	0.09456	\$ 267,736.04
80 PROFESSIONAL SERVICES	\$ -						
Subtotal (10 - 80)	\$ 2,574,000.00						
90 UNALLOCATED CONTINGENCY							
Subtotal (10 - 90)	\$ 2,574,000.00	\$ -	\$ 257,400.00	\$ 2,831,400.00			\$ 267,736.04

Includes 6 vehicles, and a 10% Contingency

- Vehicle Costs were based on a cost of \$429,000 per vehicle

Bus Option #3 Annualized Capital Cost

	Total Base Year Dollars (X000)	Cat. 80 Prof. Svc. spread proportionally over Cats. 10 - 50 (X000)	Spread Cat. 90 Unalloc. Cont. according to perceived risks (X000)	Revised Total Base Year Dollars (X000)	Years of Useful Life	Annualization Factor (based on 2% rate) $[.02/1 - (1.02)^{-\text{no. yrs}}]$	Annualized Cost (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	\$ -	\$ -	\$ -	\$ -			\$ -
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	\$ 448,000.00	\$ -	\$ -	\$ 448,000.00			\$ 11,947.11
20.01 At-grade station, stop, shelter, mall, terminal, platform	\$ 448,000.00			\$ 448,000.00	70	0.02667	\$ 11,947.11
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$ 800,000.00	\$ -	\$ -	\$ 800,000.00			\$ 25,458.57
30.04 Storage or Maintenance of Way Building	\$ 800,000.00			\$ 800,000.00	50	0.03182	\$ 25,458.57
40 SITEWORK & SPECIAL CONDITIONS	\$ -	\$ -	\$ -	\$ -			\$ -
50 SYSTEMS	\$ -	\$ -	\$ -	\$ -			\$ -
Construction Subtotal (10 - 50)	\$ 1,248,000.00	\$ -	\$ -	\$ 1,248,000.00			\$ 37,405.67
60 ROW, LAND, EXISTING IMPROVEMENTS	\$ -		\$ -	\$ -			\$ -
70 VEHICLES (number)	\$ 1,716,000.00		\$ 296,000.00	\$ 2,012,000.00			\$ 190,253.91
70.04 Bus	\$ 1,716,000.00		\$ 296,000.00	\$ 2,012,000.00	12	0.09456	\$ 190,253.91
80 PROFESSIONAL SERVICES	\$ -						
Subtotal (10 - 80)	\$ 2,964,000.00						
90 UNALLOCATED CONTINGENCY							
Subtotal (10 - 90)	\$ 2,964,000.00	\$ -	\$ 296,000.00	\$ 3,260,000.00			\$ 227,659.58

Includes 4 vehicles, Park & Ride Lots, Support Facilities, and a 10% Contingency

- Vehicle Costs were based on a cost of \$429,000 per vehicle
- Park and Ride Lot cost were based on 70 spaces
- Support Facilities were based on a cost of \$200,000 per vehicle

Bus Option #4 Annualized Capital Cost

	Total Base Year Dollars (X000)	Cat. 80 Prof. Svc. spread proportionally over Cats. 10 - 50 (X000)	Spread Cat. 90 Unalloc. Cont. according to perceived risks (X000)	Revised Total Base Year Dollars (X000)	Years of Useful Life	Annualization Factor (based on 2% rate) $[.02/1 - (1.02)^{-\text{no. yrs}}]$	Annualized Cost (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	\$ -	\$ -	\$ -	\$ -			\$ -
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	\$ 128,000.00	\$ -	\$ -	\$ 128,000.00			\$ 3,413.46
20.01 At-grade station, stop, shelter, mall, terminal, platform	\$ 128,000.00			\$ 128,000.00	70	0.02667	\$ 3,413.46
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$ 400,000.00	\$ -	\$ -	\$ 400,000.00			\$ 12,729.28
30.04 Storage or Maintenance of Way Building	\$ 400,000.00			\$ 400,000.00	50	0.03182	\$ 12,729.28
40 SITEWORK & SPECIAL CONDITIONS	\$ -	\$ -	\$ -	\$ -			\$ -
50 SYSTEMS	\$ -	\$ -	\$ -	\$ -			\$ -
Construction Subtotal (10 - 50)	\$ 528,000.00	\$ -	\$ -	\$ 528,000.00			\$ 16,142.74
60 ROW, LAND, EXISTING IMPROVEMENTS	\$ -		\$ -	\$ -			\$ -
70 VEHICLES (number)	\$ 858,000.00		\$ 139,000.00	\$ 997,000.00			\$ 94,275.92
70.04 Bus	\$ 858,000.00		\$ 139,000.0	\$ 997,000.00	12	0.09456	\$ 94,275.92
80 PROFESSIONAL SERVICES	\$ -						
Subtotal (10 - 80)	\$ 1,386,000.00						
90 UNALLOCATED CONTINGENCY							
Subtotal (10 - 90)	\$ 1,386,000.00	\$ -	\$ 139,000.00	\$ 1,525,000.00			\$ 110,418.66

Includes 2 vehicles, Park & Ride Lots, Support Facilities, and a 10% Contingency

- Vehicle Costs were based on a cost of \$429,000 per vehicle
- Park and Ride Lot cost were based on 20 spaces
- Support Facilities were based on a cost of \$200,000 per vehicle

Cost Per Rider Calculation Worksheet

Service Option	Daily Ridership	Annual Ridership	Operating Cost	Annualized Capital Cost	Cost Per Rider
Bus Option 1	901	229,691	\$2,073,000	\$715,505	\$12.14
Bus Option 2	563	143,557	\$1,037,000	\$375,152	\$9.84
Bus Option 3	124	31,582	\$628,000	\$227,660	\$27.09
Bus Option 4	45	11,485	\$125,000	\$110,419	\$20.50
Commuter Rail Scenario 1	1,025	261,396	\$6,352,000	\$736,127	\$27.12
Commuter Rail Scenario 2	2,438	621,791	\$15,151,000	\$1,324,772	\$26.50

Annual ridership is daily ridership multiplied by 255

Cost per rider equals operating cost plus annualized capital cost divided by annual ridership

Cost Per Rider Calculation Worksheet (Bus Only Options)

Service Option Bus	Daily Ridership	Annual Ridership	Operating Cost	Annualized Capital Cost	Cost Per Rider
Bus Option 2 High Estimate	563	143,557	\$1,037,000	\$267,736	\$9.09
Bus Option 2 Low Estimate	563	143,557	\$676,000	\$93,614	\$5.36